



**Rural Transportation
Advocacy Council**

Linking Arizona to the Global Economy

GREATER ARIZONA

Regional Transportation

Project Priority List For Legislative Action





Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

The massive levels of under-investment in our highways and roads has occurred over decades. ADOT's current long-range transportation plan identified \$53.3 billion in needs on our state highway system and only \$22.8 billion in expected revenues. Local street systems are facing comparable shortfalls. RTAC will continue to strive to bridge that gap and increase the permanent revenue streams dedicated to funding our transportation infrastructure.

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

In response to this approach, RTAC is proposing that the Legislature provide one-time funding to a list of projects vetted and prioritized by Greater Arizona's counties, cities and towns through their regional transportation planning organizations. This process doesn't raise taxes or fees, provides specificity on which projects will be funded and targets Greater Arizona's priorities. The legislation totals \$300 million and is allocated to each region based on their percentage of the Greater Arizona population. A breakdown of the allocations is displayed in the table on the next page.



Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

GREATER AZ COG/MPO	POPULATION	PERCENTAGE	GENERAL FUND REQUEST
YMPO	235,321	13.07%	\$39,210,429
WACOG	181,350	10.07%	\$30,217,496
SCMPO	128,720	7.15%	\$21,448,007
SEAGO	162,972	9.05%	\$27,155,256
SVMPO	71,677	3.98%	\$11,943,201
NACOG	334,400	18.57%	\$55,719,496
METROPLAN	93,679	5.20%	\$15,609,290
MAG (PINAL)	312,042	17.33%	\$51,994,088
LHMPO	60,775	3.38%	\$10,126,652
CYMPO	138,652	7.70%	\$23,102,929
CAG	80,859	4.49%	\$13,473,154
TOTAL	1,800,447	100.00%	\$300,000,000



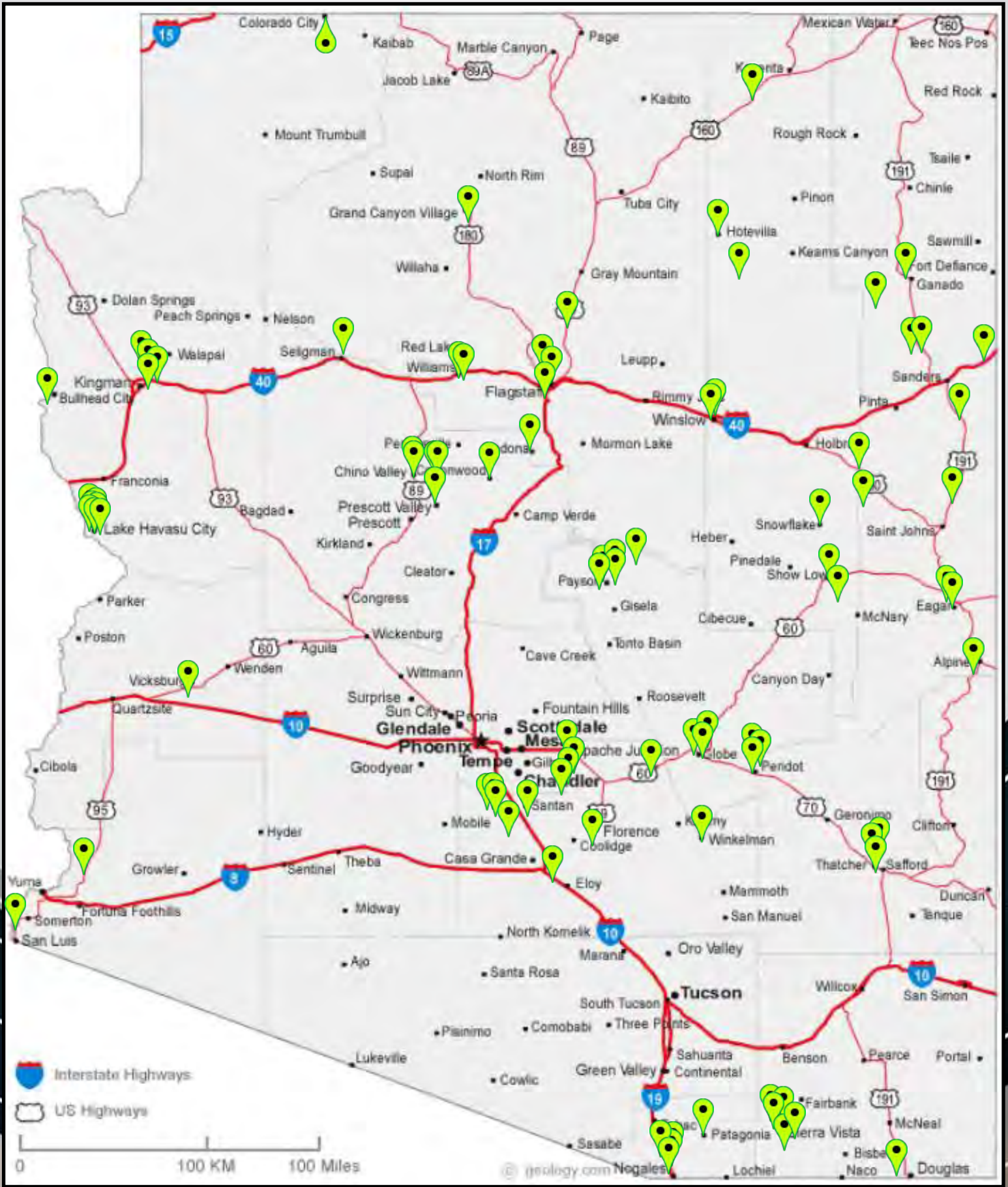
Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

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Projects and amounts are subject to change throughout the Legislative Process





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

**General Fund Request:
\$39,210,429**

US 95: Wellton Mohawk Canal Road to Aberdeen Road



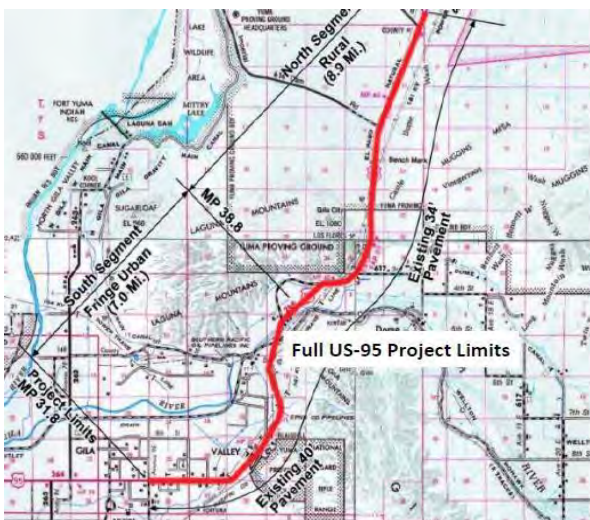
Project Overview

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

US 95 east of Yuma, Arizona is a rural two-lane undivided highway with very few passing and left-turn lanes and is the busiest two-lane highway in the State. It has long been identified as a safety concern, and sadly, there have been fatal and serious injury crashes on just the three-mile stretch of US 95. 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.

This 3.8-mile section of US 95 from Imperial Dam Road to Aberdeen Road project is beginning the design phase and request approximately \$33,000,000 for the FY 24 construction to pair with the funding already acquired for designing this phase as well as the remainder of the focus area of the YMPO Priority. This project was voted as a Regional Priority 1/3 by YMPO Executive Board of 7 members Arizona cities and towns which also comprise the Technical Advisory Committee (TAC).

Vicinity Map & Site Photo



Project Lead

Arizona Department of Transportation



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$33,300,000

State Funding Request: \$33,300,000



Contact Info

Bruce Fenske

SW District Administrator,

Yuma 928-317-2183

bfenske@azdot.gov



Location



ADOT
ADOT
Yuma County
AZ Legislative District 25
YMPO Region



"Local Governments and Citizens Working Together"

US-95 Corridor: 3 Segments

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

Phase 1



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.

This roadway upon completion will serve the five communities with 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 1 of 3 of the entire project will be constructed with the \$5,910,429 State Funding request and a local contribution of 20% 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 2023

Construction in 2025



Project Cost

Total Funding Cost: \$16,400,000

State Funding Request: \$5,910,429

Local Contribution: \$1,182,086

Phase 1: \$5,910,429



Contact Info

Frank Sanchez

County Engineer

Yuma 928-817-5120

francisco.sanchez@yumacounty



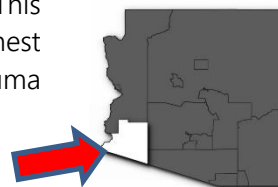
Location

Yuma County

Yuma County

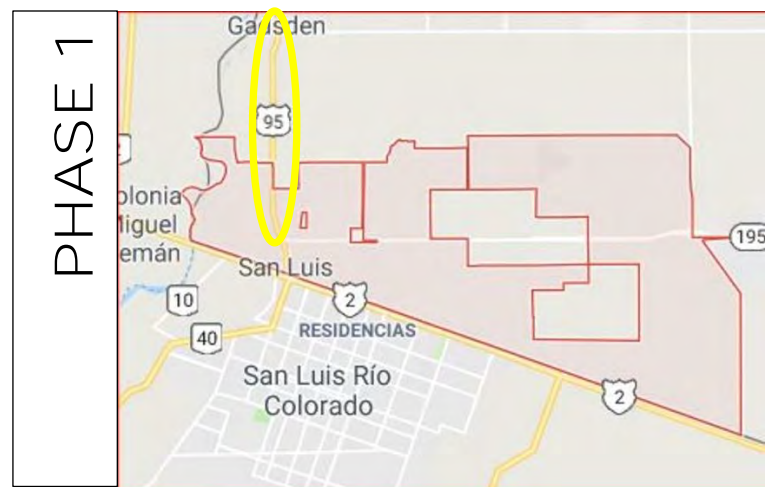
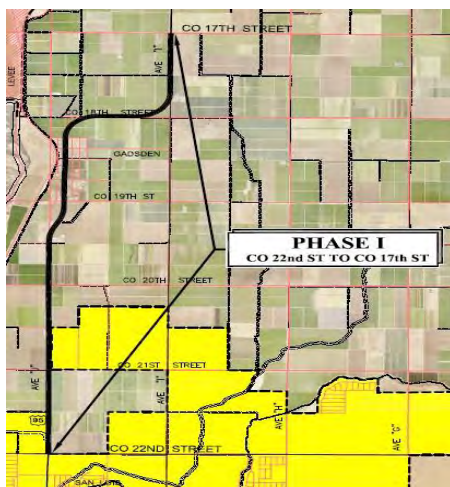
AZ Legislative District 23

YMPO Region



"Local Governments and Citizens Working Together"

Vicinity Map & Site Photo





General Fund Request:

\$30,217,496

Airway Ave Roadway Improvements

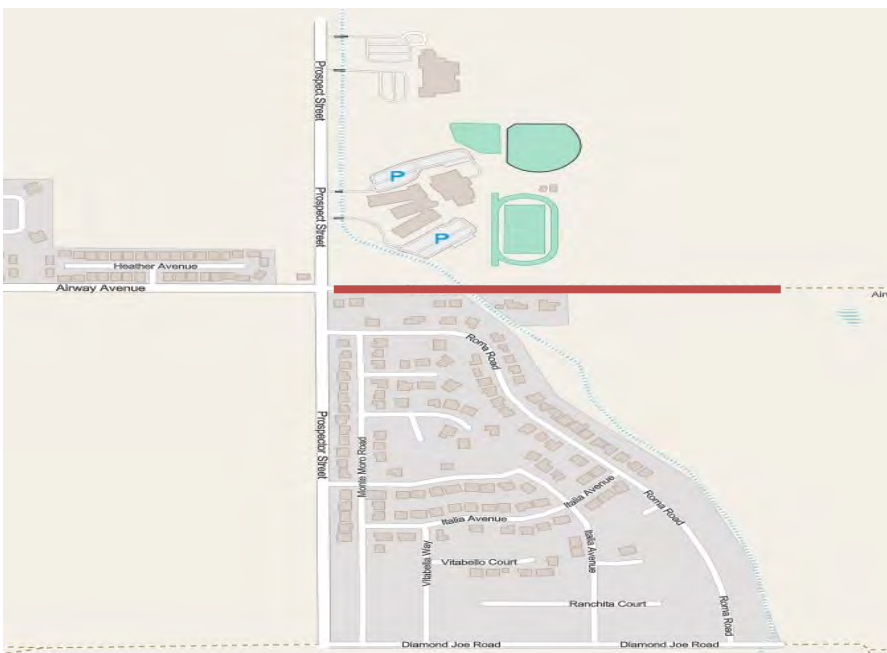


Project Overview

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

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

Vicinity Map & Site Photo



Airway Avenue
Prospector Ave. East 2,100'



Project Lead

City of Kingman, Arizona



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Project Total: 3,100,700

State Funding Request: \$2,634,640

Local Contribution: \$466,060



Contact Info

Eric Sparkman

Assistant City Engineer

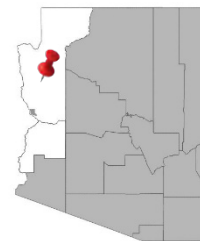
City of Kingman

928-225-5274

esparkman@cityofkingman.gov



Location



City of Kingman
Mohave 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.

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

Vicinity Map & Site Photo



Hancock Road
Colorado Blvd. to S.R. 95



Project Lead

Bullhead City, Arizona



Project Schedule

Construction in 2023



Project Cost

State Funding Request: \$1,560,000

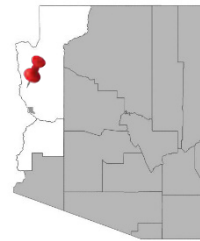


Contact Info

Angie Johnson, P.E.
Public Works Director
City of Bullhead City
928-763-9400
ajohnson@bullheadcityaz.gov



Location



Bullhead City
Mohave County
AZ Legislative
District 30
WACOG Region



Bank Street Hard Surfacing



Project Overview

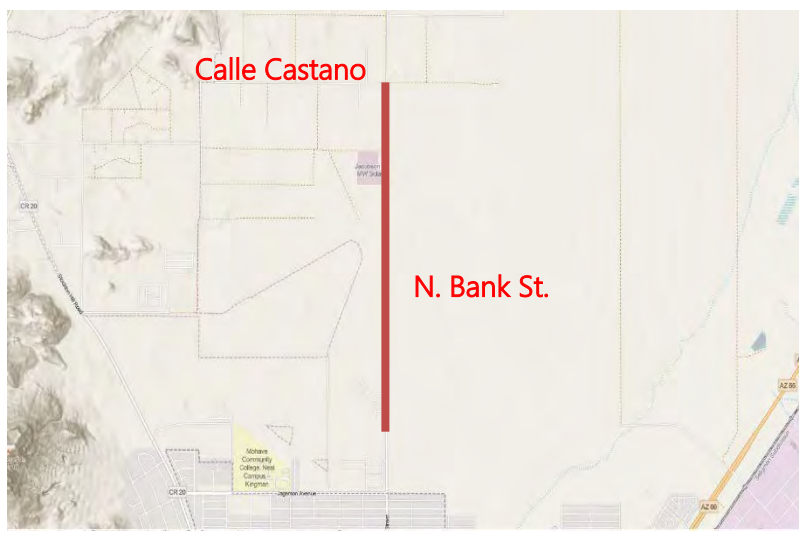
The greater Kingman area has and continues to realize rapid growth, particularly in residential development through its fringe areas within the unincorporated area of Mohave County. Bank Street functions as the primary north/south arterial thoroughfare through central Kingman.

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

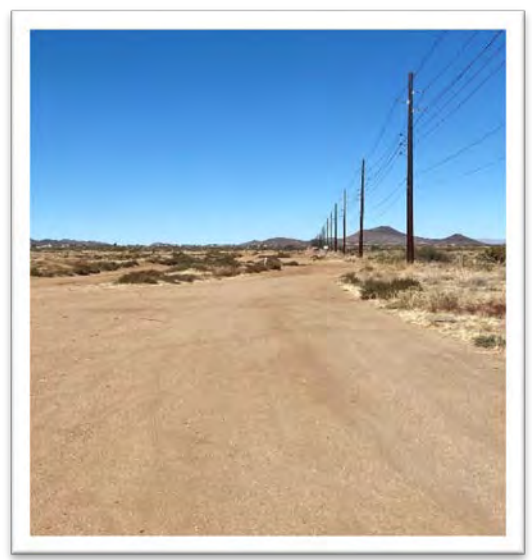
 **Project Schedule**
Construction in 2023

 **Project Cost**
Total Project Cost: \$826,000
State Funding Request: \$750,000
Local Contribution: \$76,000

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

 **Location**

City of Kingman
Mohave County
AZ Legislative District 30
WACOG Region

Mohave / Redwood Access Road



Project Overview

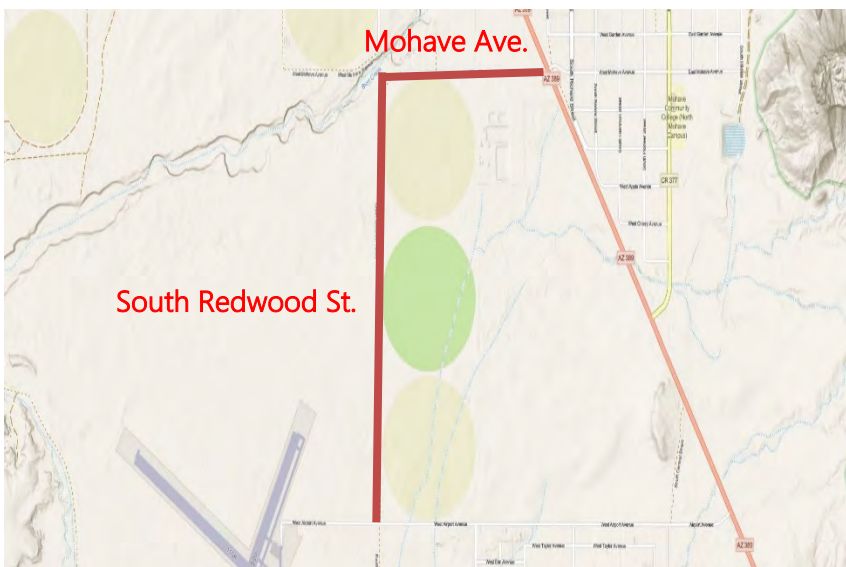
As the areas in and around the Town of Colorado City continue to develop, so do the daily strains of increasing local vehicle traffic.

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

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

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

Vicinity Map & Site Photo



Mohave Avenue and Redwood Street
State Route 389 to Airport Drive



Project Lead

Town of Colorado City, Arizona



Project Schedule

Construction in 2023



Project Cost

State Funding Request: \$1,200,000



Contact Info

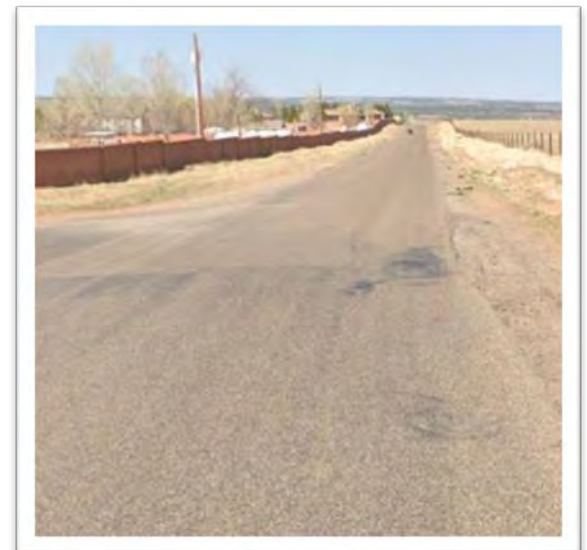
John Barlow
Public Works Director
Town of Colorado City
435-212-1050
johnb@tocc.us



Location



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



Eastern Street Improvements



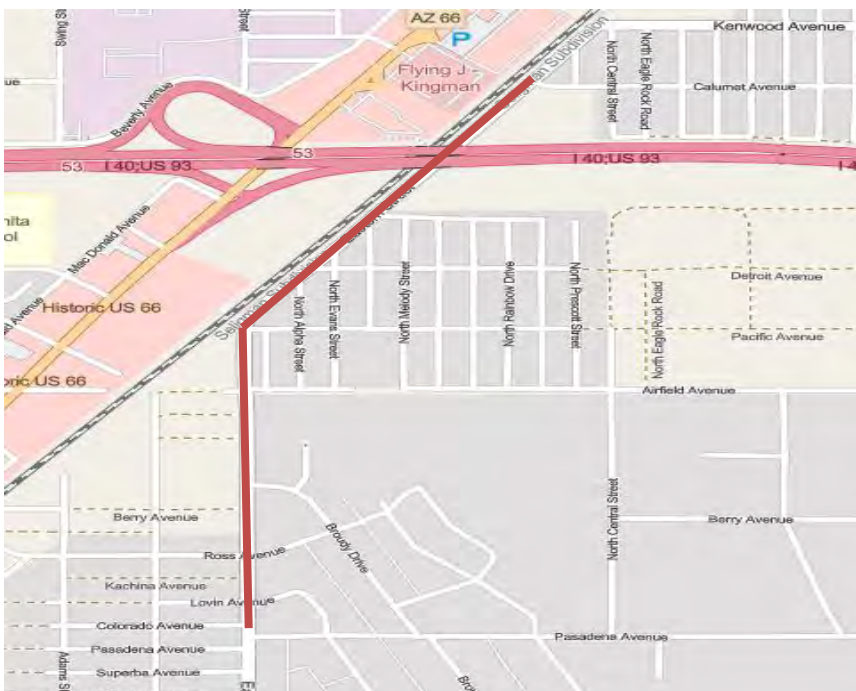
Project Overview

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

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

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

Vicinity Map & Site Photo



Eastern Street
Pasadena Ave. to Calumet Ave.



Project Lead

City of Kingman, Arizona



Project Schedule

Design in 2023

Construction in 2025



Project Cost

Project Total: 8,307,521

State Funding Request: \$8,045,021

Local Contribution: \$262,500



Contact Info

Jack Plaunty

Street Superintendent

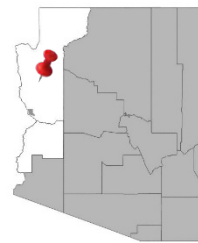
City of Kingman

928-565-1279

jjplaunty@cityofkingman.gov



Location



City of Kingman
Mohave County
AZ Legislative
District 30
WACOG Region



Rancho Santa Fe T.I.



Project Overview

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

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

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

Vicinity Map & Site Photo



Rancho Santa Fe Traffic Interchange
Interstate 40 Milepost 57



Project Lead

ADOT, Northwest District



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Project Total: \$40,860,786

State Funding Request: \$10,430,393

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



Contact Info

Todd Steinberger, P.E.

Northwest Asst. District Engineer

Arizona Department of

Transportation

928-681-6039

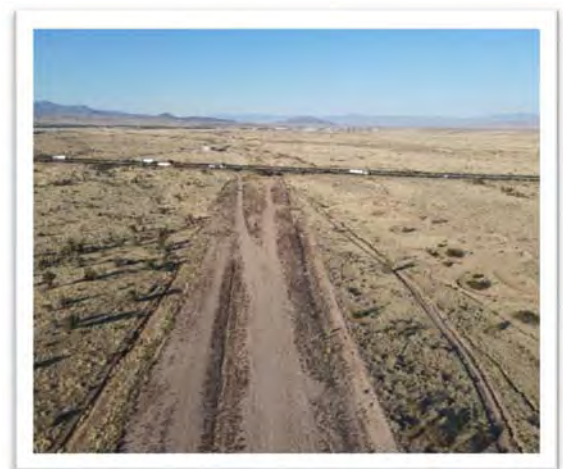
tsteinberger@azdot.gov



Location



City of Kingman
Mohave County
AZ Legislative
District 30
WACOG Region



Vicksburg Road Improvement



Project Overview

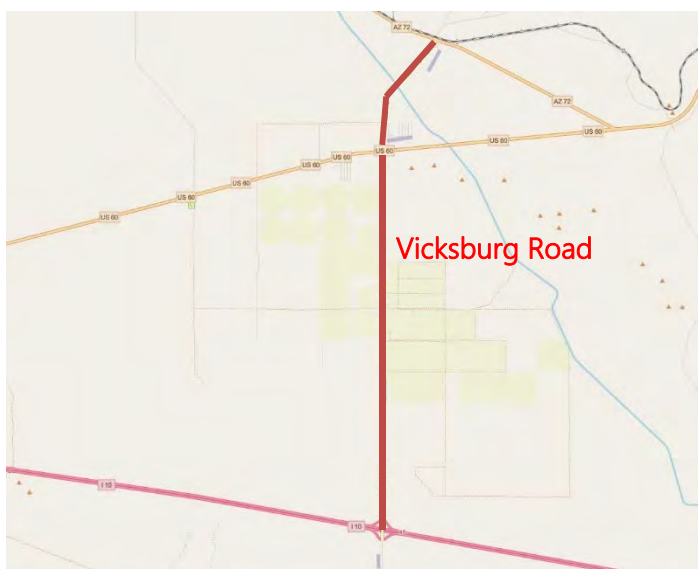
As the rate of interstate traffic continues to increase with the growing population, so does the strain on an already beleaguered infrastructure network.

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

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

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

Vicinity Map & Site Photo



Vicksburg Road
State Highway 72 to Interstate 10



Project Lead

La Paz County, Arizona



Project Schedule

Construction in 2024 & 2025



Project Cost

Project Total: \$12,000,000

State Funding Request: \$5,597,442

Additional Funding Required: \$6,402,558



Contact Info

Don Braska

Public Works Director

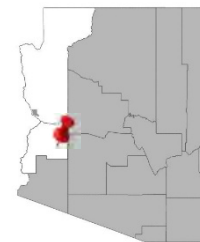
La Paz County

928-575-6530

DBraska@lapazcountyaz.org

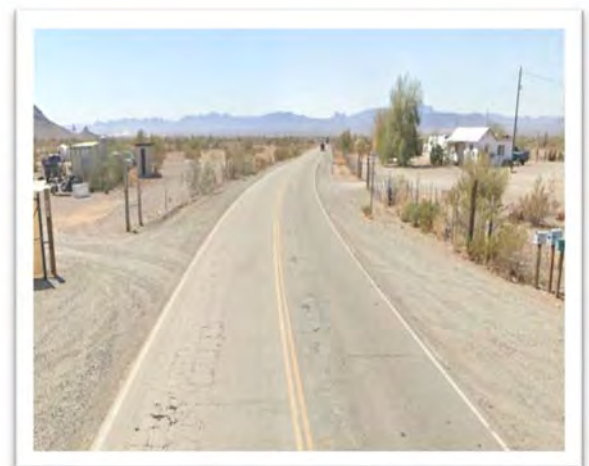


Location



Vicksburg
La Paz County
AZ Legislative
District 30

WACOG Region





General Fund Request:
\$21,448,007

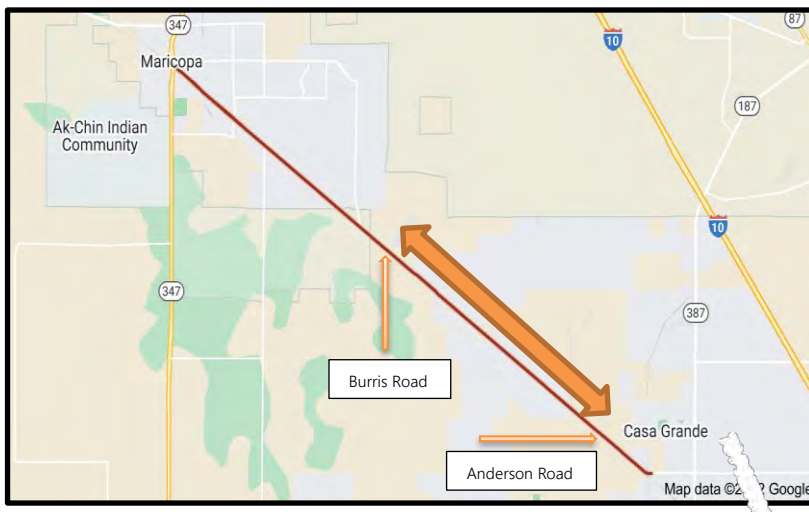
Project Overview

The Maricopa-Casa Grande Highway serves as the primary means of connectivity between the cities of Casa Grande and Maricopa. As such this corridor is an important link in the economic vitality of the two cities and the region. The City of Casa Grande is the lead agency and has partnered with Pinal County on this project within the SCMPO planning boundary. This regionally significant route is used by many employees to get to and from the Cities industries and is one of the only detours available when Highway 347 is closed. According to the U.S. Census Bureau, the Cities of Casa Grande and Maricopa are among the top 15 cities with at least 50,000 people with the largest percentage population growth between July 1, 2020, and July 1, 2021, across the nation. Both Cities populations grew by more than 6%. With an Annual Average Daily Traffic (AADT) of 6,054 in 2021, this roadway will see increased usage. Limited access between communities places tremendous burden on existing roadways, creating congestion and potential safety issues. Congestion and long travel times also increases fuel consumption, vehicle emissions, and creates overall quality of life issues.

The project will widen the existing two-lane facility to four lanes for the entire 10-mile segment (Burriss Road to Anderson Road), improving the efficiency of the corridor; increasing capacity; improving access to existing and future activity centers; and enhancing transportation system linkages in the region while benefiting the communities of Casa Grande, Maricopa, and unincorporated Pinal County.

The State Funding request of \$10,724,004 equates to approximately 20 years' worth of funding for transportation within the SCMPO Transportation Planning Boundary compared to our standard federal apportionment that is competitive among four local agencies. This project was vetted through SCMPO's Technical Advisory Committee (TAC) and approved by the SCMPO Executive Board on September 13, 2022, as part of the RTAC Project Priority List for the SCMPO Region.

Vicinity Map & Site Photo



Project Lead

City of Casa Grande,

Project Schedule

Design in 2024

Construction in 2025

Project Cost

Total Project Cost: \$ 80,000,000

State Funding Request: \$10,724,004

Local Contribution: \$ 69,275,996 (86.5%)

Contact Info

Duane Eitel

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

deitel@casagrandeaz.gov

Location



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



Coolidge Avenue Reconstruction



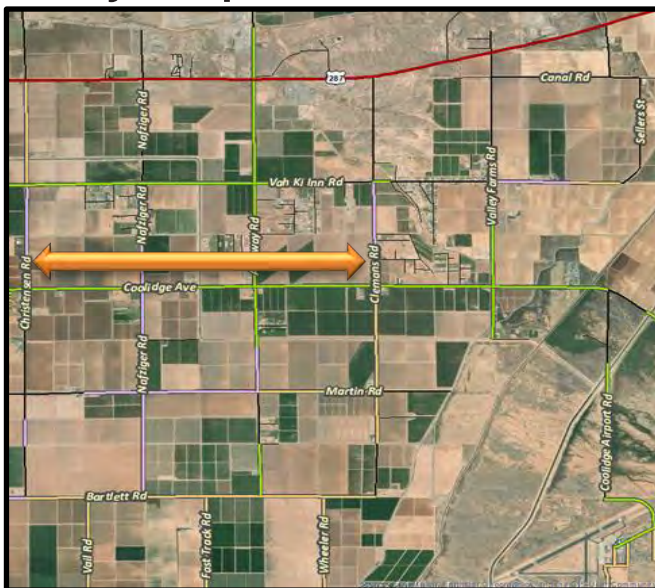
Project Overview

Coolidge Avenue is a regionally significant route in the City of Coolidge which provides connectivity to San Tan Valley via Attaway Road. This section of Coolidge Avenue provides the only access route to the Coolidge Airport which has had recent upgrades increasing the economic development potential of the facility. The installation of a new runway with lighting for night landings and a new Salt River Project (SRP) trunk line, has led to many commercial businesses looking to make the Coolidge Airport home. The continued growth of the Coolidge Airport along with the reconstruction of Coolidge Avenue will create jobs for Coolidge and surrounding residents.

Currently, the roadway is narrow with no shoulders, the asphalt is in poor condition creating an unsafe environment for drivers. The project consists of replacing the asphalt surface and adding an additional 4 feet of width to the to the three-mile section of road with the addition guard rails at culvert crossing. This treatment will extend the useful life of the pavement and improve the overall safety of the roadway.

The State Funding request of \$5,362,002 equates to approximately ten years' worth of funding for transportation within the SCMPO Transportation Planning Boundary compared to our standard federal apportionment that is competitive among four local agencies. This project was vetted through SCMPO's Technical Advisory Committee (TAC) and approved by the SCMPO Executive Board on September 13, 2022, as part of the RTAC Project Priority List for the SCMPO Region.

Vicinity Map & Site Photo



Project Lead

Coolidge, Arizona



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$8,726,675

State Funding Request: \$5,362,002

Local Contribution: \$3,364,673 (38.5%)



Contact Info

Ben Navarro

Public Works Director,

Coolidge, 520-723-6094

bnavarro@coolidgeaz.com



Location



City of Coolidge
Pinal County
AZ Legislative District 16
SCMPO Region



The Sunland Gin Road Overpass Project



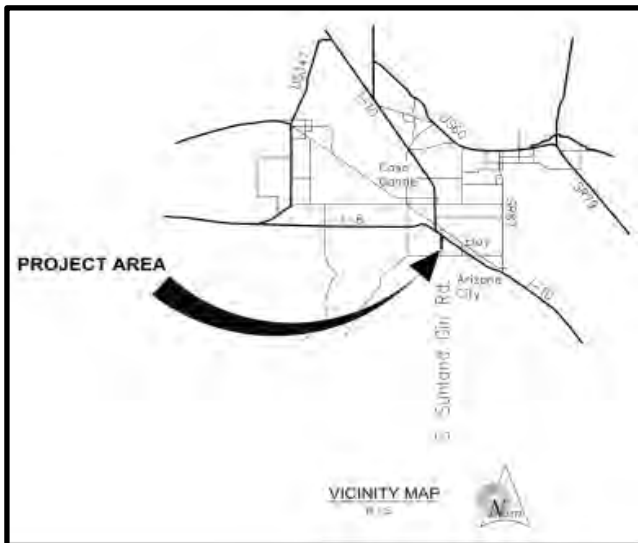
Project Overview

The intersection of S. Sunland Gin & Arica Rd. (known as the Sunland Gin Corridor) has been identified as an intersection key to connecting the City of Eloy and revitalizing its downtown while cultivating manufacturing capacity in its warehouse district and creating safer and more efficient transport to local neighborhoods that are otherwise isolated. This intersection is also a key corridor to Interstate-10, the largest Arizona-based interstate highway, helping position the City of Eloy as more than just a passer-by community and further activating its regional offerings and value.

The Sunland Gin Road Overpass Project seeks to widen Sunland Gin from 2 lanes to 4 lanes, with the addition of a center turn lane. Left and right turn lanes into neighboring subdivisions from Sunland Gin Road will be afforded greater turning radiuses to aid safety and mobility. The widening project will provide shoulder areas that can be used by emergency vehicles increasing public safety and reducing response times. By revitalizing the strategic Sunland Gin Corridor that connects the warehouse, residential and downtown areas of Eloy, positive economic development, downtown development, and residential development impacts are expected.

The State Funding request of \$5,362,002 equates to approximately ten years' worth of funding for transportation within the SCMPO Transportation Planning Boundary compared to our standard federal apportionment that is competitive among four local agencies. The City of Eloy has completed a Design Concept Report (DCR) for Sunland Gin Road, from I-10 to Mountain View Avenue, and design is currently at 30%. This project was vetted through SCMPO's Technical Advisory Committee (TAC) and approved by the SCMPO Executive Board on September 13, 2022, as part of the RTAC Project Priority List for the SCMPO Region.

Vicinity Map & Site Photo



Project Lead

Eloy, Arizona



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$16,500,000

State Funding Request: \$5,362,002

Local Contribution: \$ 11,137,998 (67.5%)



Contact Info

Matt Rencher

Public Works Director,

Eloy, 520-464-3168

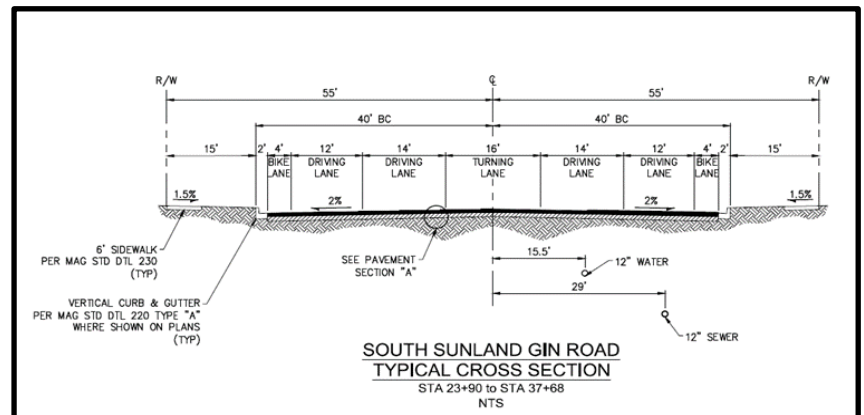
mrencher@eloyaz.gov



Location



City of Eloy
Pinal County
AZ Legislative District 16
SCMPO Region





**South Eastern Arizona
Governments Organization**

General Fund Request:

\$27,155,256

Project Overview

As a result of the Bipartisan Infrastructure Bill, the General Services Administration (GSA) has allocated \$400 million to build a new commercial Port of Entry (POE) in Douglas and expand and modernize the existing Raul H. Castro POE. The purpose of this Two-Port Solution is to separate commercial traffic away from the downtown. This will allow for the expansion of vehicular and pedestrian traffic at the existing port as well as providing a dedicated commercial port attracting industrial and commercial business.

However, the new POE lacks roadway access. The proposed project consists of right of way acquisition and building a connector road from the proposed new commercial POE on unimproved James Ranch Road to State Route 80. James Ranch Road is located 4.5 miles west of Douglas' city limits. The road length would be 1.5 miles from the commercial POE site to SR 80.

This is a multi-agency project. In addition to the \$400M committed by the GSA, the Arizona Department of Transportation (ADOT) has initiated a Design Concept Report for this roadway, allocating \$1.5 million for this project. The City of Douglas will be donating 80 acres of vacant city owned property to GSA and is working closely with Cochise County to develop water, sewer and broadband access to the new port.

The road project is necessary to connect the POE truck traffic from the 80 acres to the highway system, however, in a grander scale the project is an economic driver for Douglas, the County and the State of Arizona. A new commercial port with along with a new roadway will attract commerce to this site and will include companies that do business on both sides of the border. It is expected that warehousing, light manufacturing and logistics companies will be built around the POE. 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 2023



Project Cost

Total Project Cost: \$15,300,000

State Funding Request: \$9,071,649

Local Contribution: \$872,100



Contact Info

Ana Urquijo

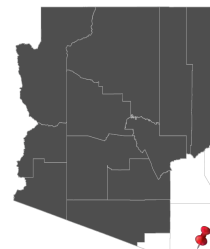
City Manager

520.417.7303

ana.urquijo@douglasaz.gov



Location



City of Douglas
Cochise County
AZ Legislative District 19
SEAGO Region



**SouthEastern Arizona
Governments Organization**

Norton Rd-Reay Ln Intersection



Project Overview

The project is located in Graham County, Arizona. The project involves Norton Road and Reay Lane both of which are major collectors. Norton Road begins at US Highway 70 and terminates at Reay Lane. Reay Lane segment begins at US Highway 70 and terminates at Safford-Bryce Road North of the Gila River. This project will be limited to the intersection of these two County Roads.

The current intersection configuration forces turning trucks into the lanes of oncoming traffic. The improvements will extend approximately 200 feet on the Norton Road Leg and 100 feet on each Reay Lane Leg. Norton Road and Reay Lane Intersection is the intersection of two major collectors which is part of the road network connecting Highway 70 to the Northside of the Gila River. The project would improve the geometry to accommodate truck and automobile traffic more safely.

The project will have a direct economic impact on the county, region, and state. Much of the traffic through this intersection supports agriculture and mining industries. The Safford Freeport McMoRan Mine employs 1,340 people including employees and contractors. The mine produces 250 million pounds of copper per year. Monday through Friday, mine traffic of light vehicles averages 980 vehicles per 24-hour period. Tractor Trailer averages 250-275 trucks per day. 2019 total for direct and indirect economic impact of \$133,000,000 in Graham County and \$307,000,000 impact on the State of Arizona from FMI. Agricultural traffic includes farm vehicles and machinery. 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 2023



Project Cost

Total Project Cost: \$513,496

State Funding Request: \$487,821

Local Contribution: \$25,675



Contact Info

Michael Bryce

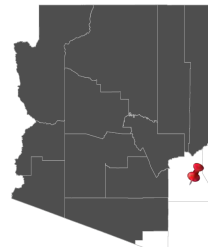
County Engineer

928.428.0410

mbryce@graham.az.gov



Location



Graham County
AZ Legislative District 19
SEAGO Region



South Eastern Arizona
Governments Organization

Safford Bryce Rd – Talley Wash Crossing



Project Overview

This project is located in Graham County, Arizona. The proposed project is Talley Wash crossing. It is located on Safford Bryce Road in Talley Wash just east of Freeport McMoRan Road. The length of the project is approximately 400 feet. The project will replace a low water crossing with a culvert or bridge.

This transportation route connects farms, mines, and unincorporated county areas within the Gila Valley. As the population of the valley has grown, the importance of the road has increased. The road connects Thatcher and Safford to the mine entrance. Safford Bryce Road provides an alternate route along the north side of the valley between Safford and Thatcher. The road is also used for recreation by cyclists.

This project will provide an all-weather crossing on the wash. The roadway is used to bring acid and other products necessary for the production of copper into the mine, and it also transports the copper anodes out of the mine. The mine is a big economic engine in the County, in the Valley, and in Arizona. The road is also used by the agricultural component of the community, as well as the residents of the county.

When the wash floods, it is barricaded to prevent people from entering the flow. Traffic from Safford must detour through Thatcher to Reay Lane, Safford Bryce Road to enter the mine. Thatcher and other traffic from west of the wash must detour through Safford. When the wash floods, it is barricaded to prevent people from entering the flow. The closure prevents mine access for employees coming from Safford to the mine. The Thatcher refuses trucks and others west of the wash have access to the Safford Landfill interrupted. All these users then must use alternate routes. This project will alleviate significant safety issues for Graham County and its communities.

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 2023



Project Cost

Total Project Cost: \$1,991,928

State Funding Request: \$1,781,466

Local Contribution: \$210,462



Contact Info

Michael Bryce

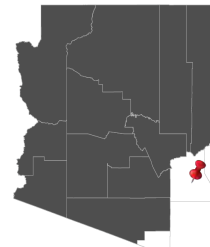
County Engineer

928.428.0410

mbryce@graham.az.gov



Location



Graham County
AZ Legislative District 19
SEAGO Region



South Eastern Arizona
Governments Organization

Frank Reed Road Reconstruction



Project Overview

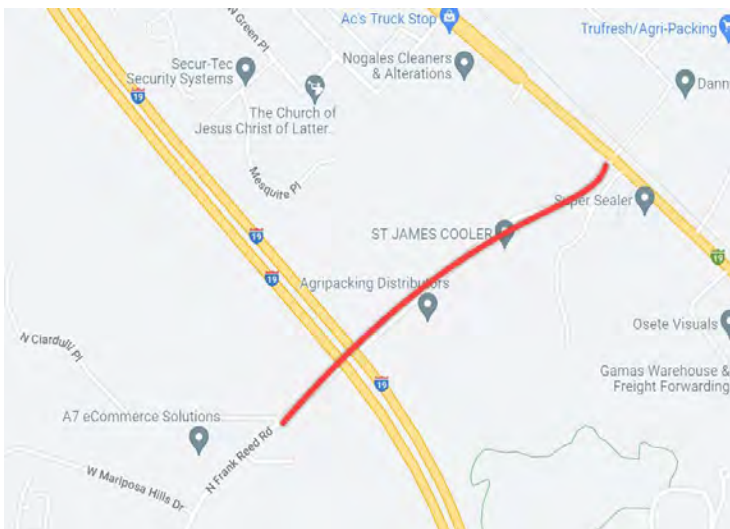
The City of Nogales struggles with on-going shortfalls in revenue to fund transportation infrastructure improvements. Frank Reed Road is in very poor condition. The existing pavement has been in place for 27 years, presents block and alligator cracking, and is in dire need of reconstruction to serve the businesses and industries in the industrial park area.

The City of Nogales has a population of 20,288 and is located on the US/Mexico international border with 3 land ports of entry and 1 air port of entry. The greater Nogales border area is home to a thriving Maquiladora industry and \$30 billion of goods enter the US market through the community. That trade is dependent on a good transportation system. Frank Reed Road serves a major industrial area in the City providing significant employment opportunities to area residents. The street carries approximately 6,319 vehicles per day on average with a high volume of truck traffic. The replacement pavement will be designed to withstand the truck traffic loads. The proposed street improvement will serve to enhance the economic competitiveness of the City of Nogales and induce private job creation and capital investment by the benefitted developments. All businesses to benefit from the improvements considered are base industries. A new 56,000 SF warehouse was constructed in 2021.

The project involves the reconstruction of a 2,975-foot long segment of Frank Reed Road from Ciardulli Place to the intersection with Grand Avenue (SR B19). Frank Reed Road is federally classified as Urban Major Collector that connects Mariposa Road (SR 189) with Grand Avenue (SR B19). This road could serve as an alternative route for Mariposa Road in the event that Mariposa is temporarily closed.

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 2023



Project Cost

Total Project Cost: \$1,864,652

State Funding Request: \$1,771,419

Local Contribution: \$93,233



Contact Info

Juan C. Guerra

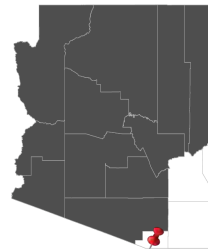
City of Nogales Engineer

520.287.6571

jguerra@nogalesaz.gov



Location



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



**SouthEastern Arizona
Governments Organization**

Industrial Park Dr Reconstruction Project



Project Overview

Located just off Interstate 19 in Nogales, Arizona, 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 City of Nogales has a population of 20,288 and is located on the US/Mexico international border with 3 land ports of entry and 1 air port of entry. The greater Nogales border area is home to a thriving Maquiladora industry and \$30 billion of goods enter the US market through the community. That trade is dependent on a good transportation system. Industrial Park Drive serves a major industrial area in the City providing significant employment opportunities to area residents. The street carries from 3,345 to 6,019 vehicles per day on average with a high volume of truck traffic. The replacement pavement will be designed to withstand the truck traffic loads. The proposed street improvement will serve to enhance the economic competitiveness of the City of Nogales and induce private job creation and capital investment by the benefitted developments. All businesses to benefit from the improvements considered are base industries.

This road was last paved in 1984. The road has a significant crash history that can generally be attributed to the dilapidated condition of the roadway. According crash data provided by the Nogales Police Department, 48 accidents have been recorded in this road over the past 5 years. The improvements to Mariposa Road (SR 189) were completed earlier this year. 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 has to be temporarily closed.

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 2023



Project Cost

Total Project Cost: \$2,505,944

State Funding Request: \$2,363,105

Local Contribution: \$142,839



Contact Info

Juan Guerra

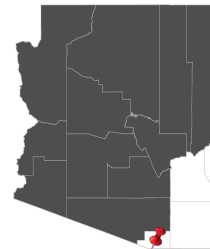
City of Nogales Engineer

520.287.6571

jguerra@nogalesaz.gov



Location

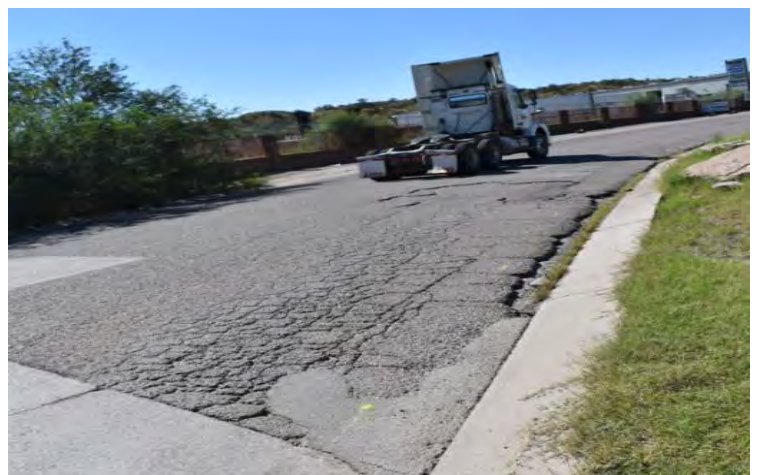
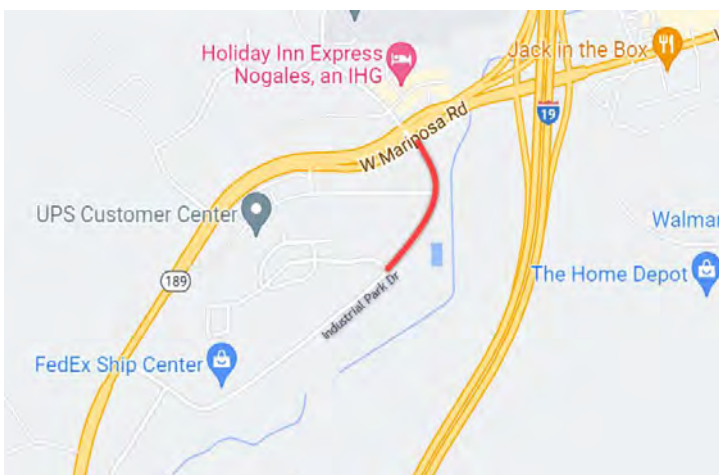


City of Nogales
Santa Cruz County
AZ Legislative District 21
SEAGO Region



**SouthEastern Arizona
Governments Organization**

Vicinity Map & Site Photo



McKeown Ave Reconstruction



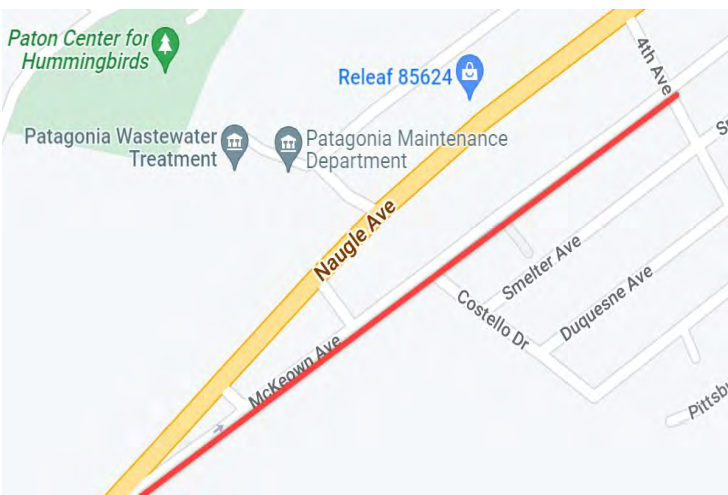
Project Overview

The project is located in Patagonia, Arizona. The project involves the reconstruction of 2,540-foot long segment of McKeown Avenue from the intersection of Fourth Avenue West to SR82 and 3620 feet of directional concrete rain gutter. The functional classification of this road is Rural Collector. The Town struggles with on-going shortfalls in revenue to fund transportation infrastructure improvements. The Town has received complaints of damage to vehicles due to potholes created by broken down pavement. The existing pavement has been in place for over 30 years, is in very poor condition, and is in dire need of reconstruction to serve the businesses and citizens of Patagonia.

The main objective of this project is to improve the local economy by paving this residential/commercial road that is in dilapidated condition. The Town of Patagonia has a population of 804 and is located 18 miles north of the US/Mexican international border. The Town of Patagonia is classified as a Colonias Town within 60 kilometers of the US/Mexican border. The Town of Patagonia is home to the Nature Conservancy, a non-profit eco minded group that has created a network of hiking trails throughout the Sonoita Creek area. The Tucson Audubon Society has the Paton Bird Center focusing on the 60 plus bird species that call this area home and migrate through Patagonia and surrounding areas. Our economy thrives on eco- tourism and most recently the development of the South32 Hermosa Mine Site in the Patagonia Mountains. The road improvements will benefit the visitors seeking a quiet refuge to watch birds, enjoy a restaurant, or just view the beauty of the surrounding mountains.

If SR82 was ever closed between mile marker 18 and 19, McKeown Avenue would serve as a bypass allowing the continual flow of traffic west to Nogales and east to Sonoita. This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

Town of Patagonia, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$1,523,068

State Funding Request: \$1,446,915

Local Contribution: \$76,153



Contact Info

Ron Robinson

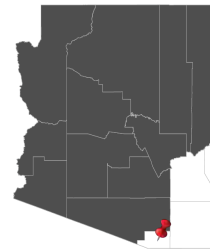
Town Manager

520.394.2229

manager@patagonia-az.gov



Location



Town of Patagonia
Santa Cruz County
AZ Legislative District 19
SEAGO Region



**SouthEastern Arizona
Governments Organization**

Peridot Siding Road Pavement Overlay



Project Overview

The project is located on the San Carlos Apache Reservation. Peridot Siding Road provides a vital link between the communities of Peridot and San Carlos. The road is in poor condition. It was constructed in 2001. There have been no up-grades to the project since its original construction.

The project would run from BIA 170 to US 70, a length of approximately 2.5 miles. The Functional Classification of Peridot Siding Road (BIA103) is Rural Major Collector. The road presents significant safety concerns. According to crash data provided by the San Carlos Police Department there were two (2) fatal crashes and thirty-three (33) crashes with injuries over a 5-year period (2016 through 2020). The project would greatly improve safety, mobility, and connectivity in the area.

Through a long range transportation planning process, the roadway has been identified by the San Carlos Apache Tribe as their top priority for funding opportunities and 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

San Carlos Apache Tribe, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$1,500,000

State Funding Request: \$1,414,500

Local Contribution: \$85,500



Contact Info

Barney Bigman

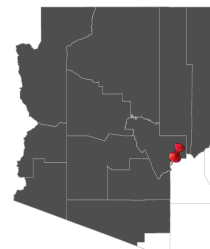
SCAT DOT

928.475.3222

barney.bigman@scat-nsn.gov



Location

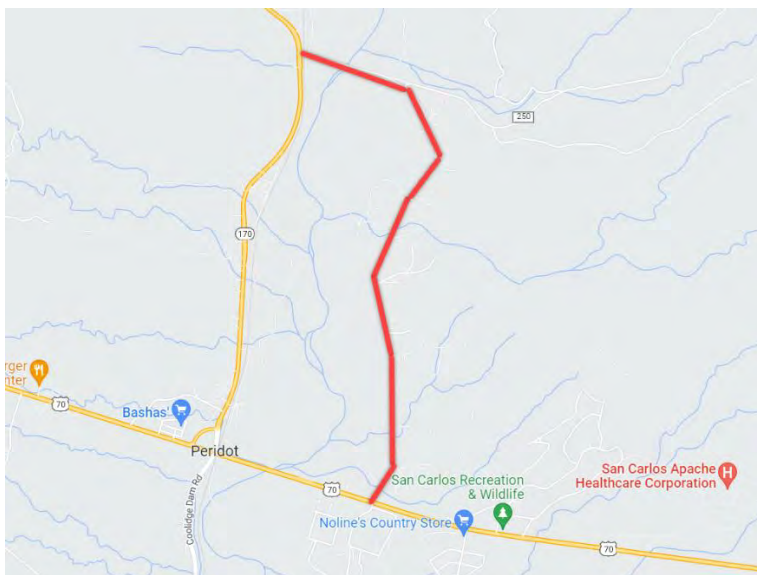


San Carlos Apache Tribe
Graham County
AZ Legislative District 6
SEAGO Region



South Eastern Arizona
Governments Organization

Vicinity Map & Site Photo



West Frontage Rd at Camino Ramanote Roundabout



Project Overview

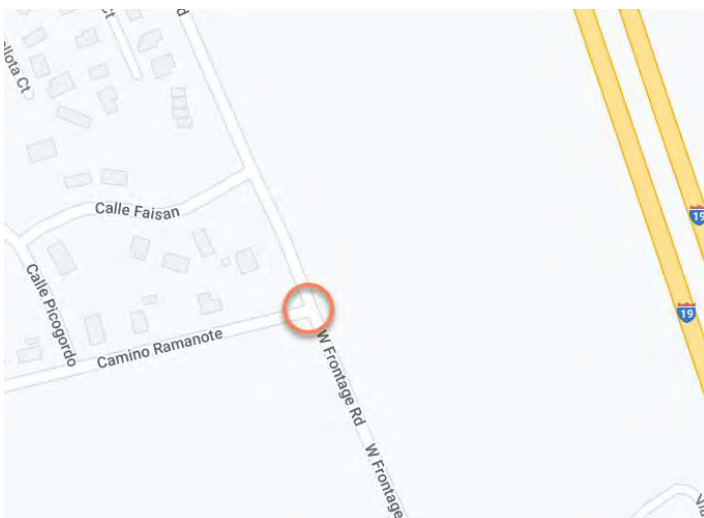
The County recognizes the need for improving the intersection at West Frontage Road at Camino Ramanote as the existing intersection experiences significant traffic congestion and has a significant traffic accident history.

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 2023



Project Cost

Total Project Cost: \$841,419

State Funding Request: \$799,349

Local Contribution: \$42,000



Contact Info

Jesus Valdez

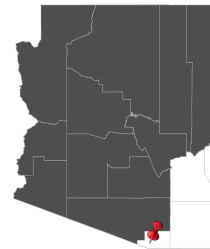
Public Works Director

520.373.7830

jjvaldez@co.santa-cruz.az.us



Location



Santa Cruz County
AZ Legislative District 21
SEAGO Region



SouthEastern Arizona
Governments Organization

Ruby Rd at Potrero Creek Bridge Replacement



Project Overview

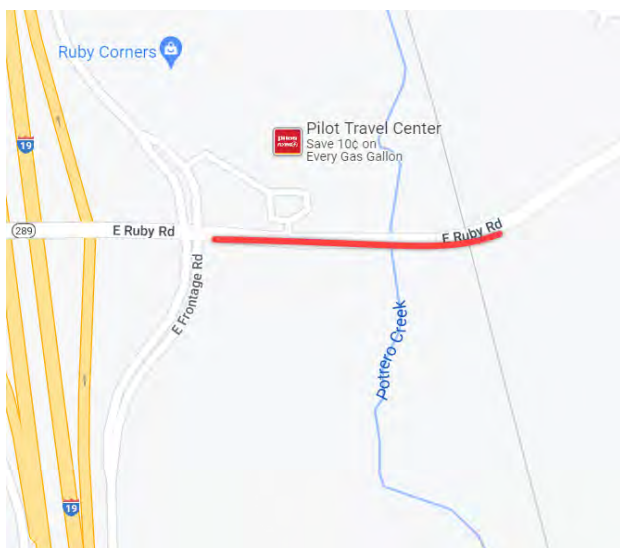
The project is located in Santa Cruz County, Arizona. Ruby Road and the Potrero Creek Bridge was originally constructed in 1979. The roadway and bridge have not received any upgrades since that time other than routine maintenance. The purpose of this project is to improve the operational and safety issues with the construction of a new bridge including pedestrian and bicycle facilities. This new bridge would span both the creek and the railroad crossing, removing the existing at-grade crossing. A new bridge at a higher elevation would also lead to a decrease in the grades along East Ruby Road east of the UPRR. The bridge would also include pedestrian and bicycle facilities.

Safety issues involving this project are significant. The railroad crossing is located on a horizontal curve following a 14 percent downgrade (westbound), which limits visibility, especially at night. Westbound vehicles sometimes suddenly brake at the railroad crossing, increasing the potential of rear end crashes. In addition, when braking too close to the railroad crossing, vehicles may not be able to come to a complete stop and be involved in single vehicle crashes. This project would improve safety at the railroad crossing because it would eliminate the at-grade rail crossing and would reduce the severity of the vertical curves from 12 percent to a maximum of 4.5 percent on Ruby Road east and west of the railroad crossing.

The project would result in improvements to access to I-19, the CANAMEX Corridor and employment/economic opportunities through the elimination of the at-grade crossing. The grade separated railroad crossing would also improve freight movement and reduce delays, particularly if there was an accident involving the railroad or if the existing bridge were to fail.

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 2023



Project Cost

Total Project Cost: \$15,829,984

State Funding Request: \$3,492,681

Local Contribution: \$4,500,000



Contact Info

J. Leonard Fontes, Jr.

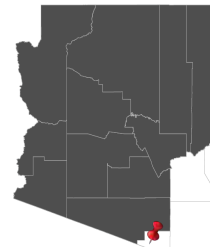
Santa Cruz County

520.375.7830

jfontesjr@santacruzcountyaz.gov



Location



Santa Cruz County
AZ Legislative District 21
SEAGO Region



SouthEastern Arizona
Governments Organization

8th Street Widening Project



Project Overview

The 8th Street Widening Project is located in Thatcher, Graham County, Arizona. This project comprises that portion of 8th Street between 1st Avenue on the west and 20th Avenue on the east. This portion of 8th Street is the jurisdiction of the Town of Thatcher, with the western project limits abutting unincorporated Graham County and the east project limits abutting the City of Safford. Graham County and Safford support this project.

The proposed widening is 0.93 miles in length. The widening project includes the improvement of the intersection of 1st Ave and 8th Street on the west end and will tie in to the existing improved intersection of 20th Ave and 8th Street on the east end. The roadway has a federal functional classification of "Urban Major Collector".

8th Street crosses the Arizona Eastern Railway (AZER) at-grade and crosses the Union Canal, an agricultural canal which conveys irrigation water to much of the Town of Thatcher. Both the railroad crossing and the canal crossing are incredibly narrow crossings in need of replacement. The subject roadway is currently a two-lane asphalt road with no paved shoulders. There are open concrete ditches along the roadway in several locations, creating additional safety issues. The purpose of this project is to improve the operational and safety issues that exist today by widening the road to include curbing, sidewalks, bicycle lanes, a new railroad crossing and a new canal crossing. This project will greatly improve vehicular safety and provide access for bicycles, pedestrians, etc. With the growth we continue to experience, this project is vital for the safe connectivity of the residents of the Town of Thatcher to the goods and services they require.

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 Thatcher, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$4,764,580

State Funding Request: \$4,526,351

Local Contribution: \$238,229



Contact Info

Tom Palmer

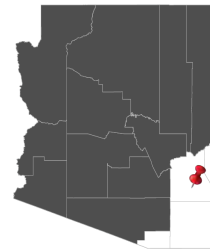
Thatcher Town Engineer

928.428.2290

tpalmer@thatcher.az.gov



Location

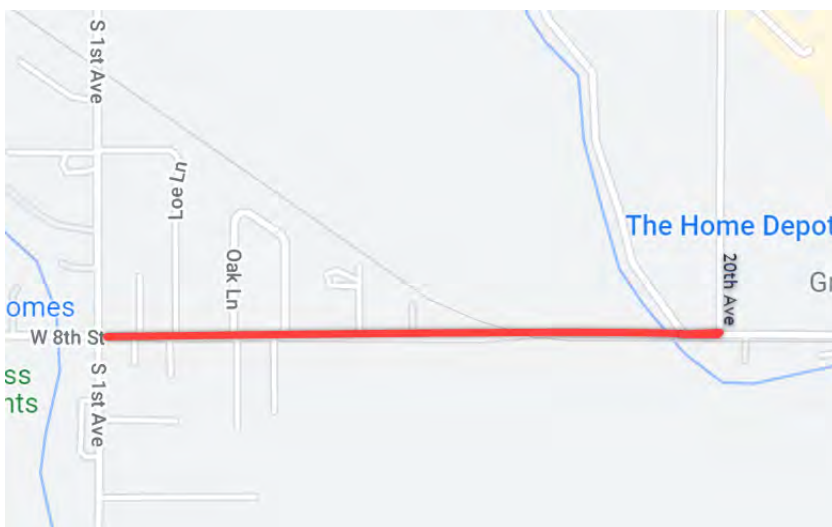


Town of Thatcher
Graham County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

Vicinity Map & Site Photo





General Fund Request:
\$11,943,201

Huachuca City Skyline Drive Heavy Truck Reconstruction Project



Project Overview

The **Skyline Drive Heavy Truck Reconstruction Project** is a high priority regional project within the SVMPO region that would be funded out of the allocation for the southeastern Arizona region.

Located off of State Highway 90, this project provides direct access to the Town of Huachuca City Landfill, a major enterprise funding source for the Town. The project involves the reconstruction of 1,230 linear feet of Skyline Drive to a freight design standard beginning at Highway 90 and ending at the Town Landfill Gate Corner.

This Major Rural Collector roadway also serves an apartment complex, the Town Park, the Town's main water storage tank and utility service lines. The pavement condition is failing, having never been built for the heavy truck traffic. Significant encroachment of vegetation into the pavement edge exists, causing storm water ponding within the street surface at every rainfall. Damaged curb and gutter can be found along the entire roadway length.

However, the Town only receives an estimated \$165,000 in Highway User Revenue Funds (HURF) annually and cannot hope to accomplish the improvements needed without a partnership and additional funding.

The average annual daily traffic includes 12.8% of heavy truck loads on this regionally significant roadway.

Vicinity Map & Site Photo



TOWN OF HUACHUCA CITY SKYLINE DRIVE

Project Schedule

Start Date Estimated: 7/15/2024
Estimated Completion: 12/15/2025

Project Cost - \$1,700,301

State Funding Request: \$1,565,201
Local Match & Regional Contributions: \$135,100
Town, SVMPO & ADOT In-Kind Support

Contact Info



Karen L. Lamberton, AICP
Sierra Vista MPO
520-515-8525
Karen.Lamberton@SierraVistaAz.gov

Location



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



Cochise County/City of Sierra Vista Theater Drive Corridor Improvement



Project Overview

The Cochise County/City of Sierra Vista Theater Drive Corridor Improvement Project is a priority regional project within the SVMPO region that would be funded out of the allocation for the southeastern Arizona region.

Located within the Fry Townsite, this project links both residential and commercial uses with a neighbor park, school, several churches and connects emergency services into this historic area of the region.

This Minor Collector corridor runs from 7th Street to Carmichael Avenue and right-of-way is shared between the City of Sierra Vista and County. Historically operating as a back alleyway, it is now a vital connection for the community. The roadway has multiple sight distance issues including a section that jogs awkwardly with mismatched intersections throughout the entire half mile corridor. Pavement condition is poor with multiple patches, potholes and encroachment of vegetation into the pavement surface.

Overhead utility lines crisscross the roadway creating visual distraction, limiting freight deliveries and creating conflicts with pedestrian or bicycle travel. Storm drainage is also a significant concern. A transit pull-out is also needed for this underserved population, one of the lowest income areas within in the region.

A Feasibility Assessment of the multi-modal circulation needs in this area is currently underway by the SVMPO.

Vicinity Map & Site Photo



THEATER DRIVE BETWEEN 7th ST. AND CARMICHAEL AVE.

Project Schedule

Start Date Estimated: 3/17/2022
Estimated Completion: 6/15/2025

Project Cost - \$2,555,514

State Funding Request: \$1,822,000
Local Match & Regional Contributions: \$733,514
Cochise County, City of Sierra Vista & SVMPO Match Support

Contact Info



Karen L. Lamberton, AICP
Sierra Vista MPO
520-515-8525
Karen.Lamberton@SierraVistaAz.gov

Location



City of Sierra Vista
Cochise County
AZ Legislative District 19
SVMPO Region



SR92 Shared Use Pathway



Project Overview

The **State Highway 92 Shared Use Path** is a connective linked alternative mode regional project within the SVMPO region that would be funded out of the allocation for the southeastern Arizona region.

Located along the west side of State Highway 92 between Buffalo Soldier Trail to Kachina Trail, this partnered pathway project with the Arizona Dept. of Transportation, extend existing shared use paths that serve both commuter and recreational bicycle, pedestrian and micro-mobility users.

Southeastern Arizona is becoming a hub for bicycle tour rides, including the Sky Island Tour, which raises funds for the National Alliance on Mental Illness. This and other similar events bring in bicycle riders training for national and international events.

Expanding the attraction and safety of the bicycle network throughout the region meets multiple goals of the SVMPO's 2050 Long-Range Transportation Plan including improving regional connectivity, implementing safety countermeasures, addressing drainage issues along transportation corridors, integrating multi-modal accessibility and provides sustainable and social investments for travel options for vulnerable population groups.

Vicinity Map & Site Photo



HIGHWAY 92 from BUFFALO SOLDIER TRAIL TO KACHINA

Project Schedule

Start Date Estimated: 3/17/2023
Estimated Completion: 6/15/2026

Project Cost - \$2,145,000

State Funding Request: \$1,950,000
Local Match & Regional Contributions: \$195,000
Sierra Vista, SVMPO & ADOT Match Support

Contact Info



Karen L. Lamberton, AICP
Sierra Vista MPO
520-515-8525
Karen.Lamberton@SierraVistaAz.gov

Location



State Route 92
Cochise County
AZ Legislative District 19
SVMPO Region



Cochise County Moson Road Construction



Project Overview

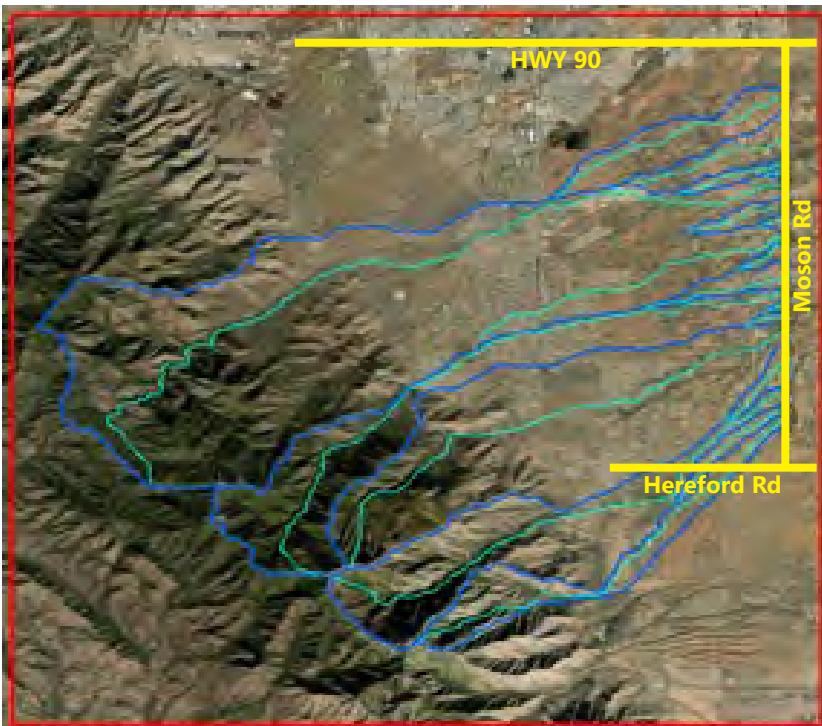
The **Moson Road Corridor** is a high priority regional project within the SVMPO region that would be funded out of the allocation for the southeastern Arizona region. This eight-mile Major Collector links State Highway 90 to Hereford Road, which then links to State Highway 92.

The SVMPO, in partnership with Cochise County, has begun a pre-scoping feasibility study looking at the drainage, sight distance, intersection connections, multi-modal and other safety concerns while considering current and future traffic volumes. Design has been identified in the regional SVMPO Transportation Improvement Program for the year 2023-2024.

Construction funds are critically needed to address the infrastructure improvements that would enhance this residential and commercial County roadway. An enhanced roadway cross-section is anticipated, along with stormwater management and improved access to schools and businesses.

Consideration is being given to alternative travel options such as bicycling, walking and horse-back riding, all activities that occur along this corridor as this time, but no facilities exist for these modes on or adjacent to the Moson Road Corridor.

Vicinity Map & Site Photo



MOSON ROAD CORRIDOR WATERSHED

🕒 Project Schedule

Start Date Estimated: 3/17/2022
Estimated Completion: 6/15/2027

💰 Project Cost - \$10,100,00

State Funding Request: \$6,100,000
Local Match & Regional Contributions: \$4,000,000
Cochise County & SVMPO Match Support

📄 Contact Info



Karen L. Lamberton, AICP
Sierra Vista MPO
520-515-8525
Karen.Lamberton@SierraVistaAz.gov

📍 Location



Moson Road
Cochise County
AZ Legislative District 19
SVMPO Region



Town of Huachuca City Skyline Pathway Project



Project Overview

The **Skyline Pathway Project** creates a walkable connection between residential areas to the Town of Huachuca City's government services, library, park and public swimming pool. This multi-modal regional project would be funded out of the allocation for the southeastern Arizona region.

Located along Skyline Drive between Gila Avenue and Edgewood Street, this pathway would be developed on Town-owned land. It is one of the top four ranked priority infrastructure improvements by the Town Council and a high priority alternative mode project in the SVMPO 2050 Long-Range Transportation Plan.

Vicinity Map & Site Photo



Project Schedule

Start Date Estimated: 3/17/2024
Estimated Completion: 6/15/2025

Project Cost - \$552,000

State Funding Request: \$506,000
Local Match & Regional Contributions: \$46,000
Town of Huachuca City & SVMPO Match Support

Contact Info

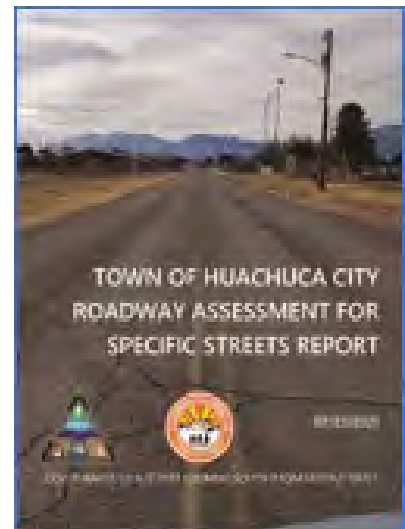


Karen L. Lamberton, AICP
Sierra Vista MPO
520-515-8525
Karen.Lamberton@SierraVistaAz.gov

Location



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



NACOG

Northern Arizona
Council of Governments

Apache • Coconino • Navajo • Yavapai



General Fund Request:

\$55,719,496

East Woolford Road Extension



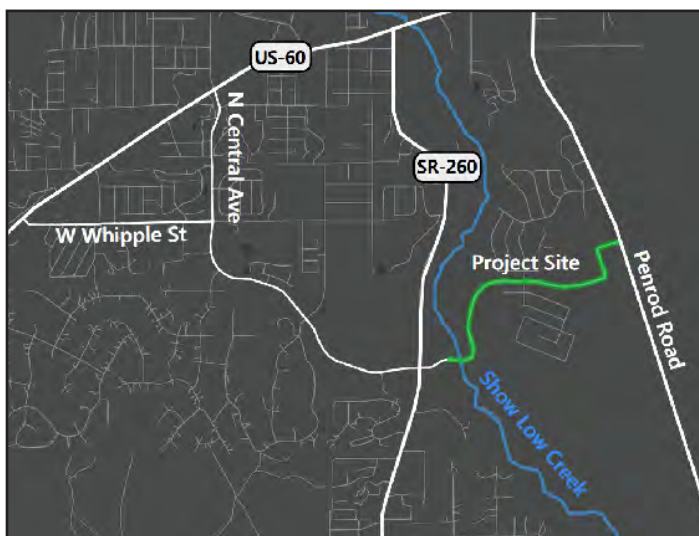
Project Overview

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 14,585 vehicles per day in 2018 and a projected count of 17,165 for 2022. This project to extend East Woolford Road connects SR-260 and South Penrod Road, which 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 \$3,600,000 to pair with a local match fund of \$6,300,000 to complete the project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

City of Show Low, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$9,900,000

State Funding Request: \$3,600,000

Local Contribution: \$6,300,000 (63.6%)



Contact Info

Shane Hemesath

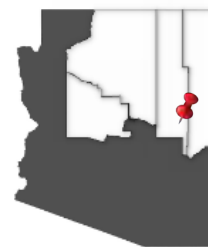
City Engineer, Show Low

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



Rodeo and Route 66 Pavement Replacement and Trail Connector



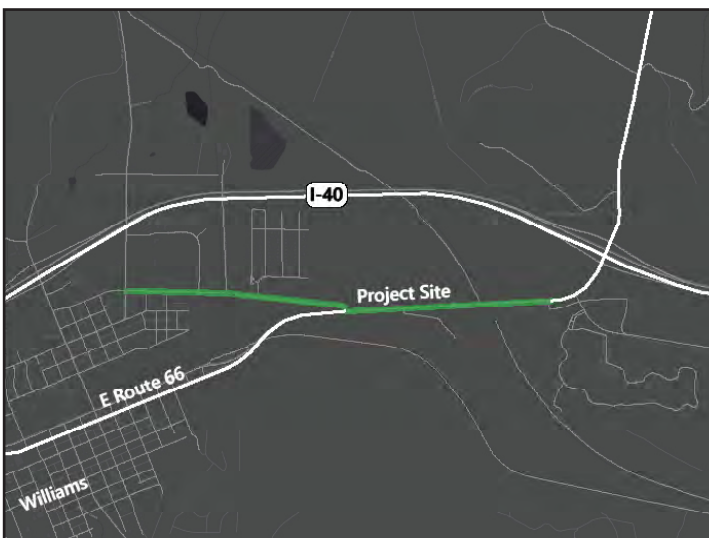
Project Overview

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 Pavement Replacement 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 segment of this larger circulation improvement plan includes pavement replacement and an east-west pathway in addition to a 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 \$3,424,720 to pair with a local match fund of \$856,180 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

City of Williams, Arizona



Project Schedule

Planning in 2023, Design in 2024,
Construction in 2025



Project Cost

Total Project Cost: \$4,280,900
State Funding Request: \$3,424,720
Local Contribution: \$856,180 (20%)

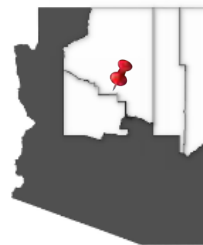


Contact Info

Tim Pettit
City Manager, Williams
928-635-4451
tpettit@williamsaz.gov



Location



City of Williams
Coconino County
AZ Legislative District 7
NACOG Region

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



Verde Valley Bridge to Rail Project



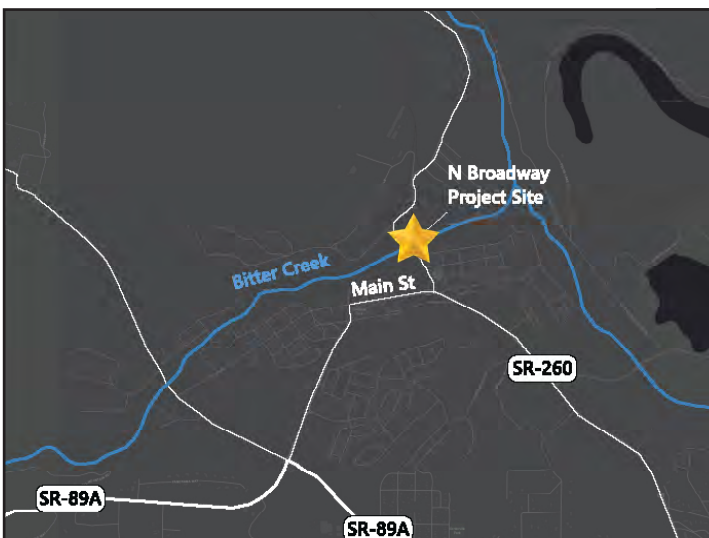
Project Overview

The Verde Valley Bridge to Rail project proposes to plan, design, and construct a new two-lane bridge in Clarkdale, AZ to enhance vehicular access and connectivity to the Bitter Creek Industrial Area (BCIA), its current businesses, and a historically underserved neighborhood. The existing 105-year-old historic and functionally obsolete bridge is the only access in and out of this area. Additionally, the bridge is a single lane serving two-way traffic, causing significant congestion and obstructed access during peak hours. This project ensures that the existing bridge will be preserved and converted to exclusive pedestrian and bicycle use. The new bridge will provide strengthened access to the BCIA for commercial development, enhanced business continuity protection, and improved connectivity for residents of the area.

The BCIA serves as the only railroad terminus in the Verde Valley, providing both industrial and local tourism rail service. The Arizona Central Railroad provides freight service and connects to the BNSF junction in Drake, AZ, which results in nationwide connectivity. The area has existing manufacturing and industrial capacity, setting the stage for future economic growth. The economic impact of this project will be felt immediately in the region through improved safety, environmental sustainability, and community mobility and connectivity. Additionally, this bridge provides access to one of Arizona's greatest tourism destinations, the Verde Canyon Railroad, which attracts more than 100,000 visitors per year and its sister freight bearing line, the Arizona Central Railroad.

The project also provides greater guarantees of access, connectivity, and employment potential to one of Clarkdale's historic and most underserved neighborhoods. This project is requesting \$6,321,360 to pair with a to-be-determined local match fund for the planning, design, and construction of this project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Town of Clarkdale, Arizona



Project Schedule

Planning in 2023, Design in 2024,
Construction in 2025-2026



Project Cost

Total Project Cost: \$6,607,500
State Funding Request: \$6,321,360
Local Contribution: TBD

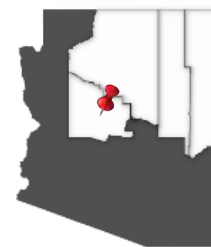


Contact Info

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



Location



Town of Clarkdale
Yavapai County
AZ Legislative District 1
NACOG Region



Dirt Road Enhancement and Soil Stabilization 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 \$448,524 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 November 4th, 2022.

Site Photos



Project Lead

Apache County, Arizona



Project Schedule

Planning in 2023, **Design** in 2023-2024, **Construction** in 2024-2025



Project Cost

Total Project Cost: \$508,524
State Funding Request: \$448,524
Local Contribution: \$60,000 (11.8%)



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



Porter Mountain Road / Blue Ridge Elementary School Area Improvements



Project Overview

Porter Mountain Road, located in Pinetop-Lakeside, AZ, is a major local roadway branching from SR-260 and ultimately providing regional connectivity to both Penrod Road (to and through Show Low, AZ) and US-60. This roadway is also the point of access to Blue Ridge Elementary School in Pinetop-Lakeside. Porter Mountain Road has two lanes running north and south between SR-260 and Blue Ridge Elementary School is located along the western edge, but there are currently no turn bays, nor shared left-turn lanes along this section of the roadway. Residential developments along the eastern side of Porter Mountain Road have resulted in many children walking to school and crossing Porter Mountain Road on foot.

The intersection at the driveway of Blue Ridge Elementary School is a roundabout with a posted speed limit of 25 miles per hour, but the roadway is unsafe for pedestrians and other vulnerable road users due to the lack of a paved shoulder, unclear and disconnected pedestrian walkways through the roundabout, and no direct pedestrian/bicycle connection from the roadway to the school grounds. Additionally, with hourly traffic on Porter Mountain Road averaging 575 vehicles across both directions, pedestrians and other vulnerable roadway users are left with very few safe traffic gaps to cross the roadway.

This project is essential in redesigning this segment of Porter Mountain Road from SR-260 to Blue Ridge Elementary School to be not only accessible but appealing for all users, especially pedestrians and cyclists. This project is requesting \$2,242,161 to pair with a local match fund of \$265,758 to fully design and construct the 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Town of Pinetop-Lakeside, Arizona



Project Schedule

Design in 2023, Construction in 2024



Project Cost

Total Project Cost: \$2,507,919
State Funding Request: \$2,242,161
Local Contribution: \$265,758 (10.6%)

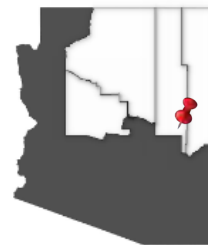


Contact Info

Matt Patterson
Public Works Director, Pinetop-Lakeside
928-368-8885
mpatterson@pinetoplakesideaz.gov



Location



Pinetop-Lakeside
Navajo County
AZ Legislative District 7
NACOG Region



SR-89A/Forest-Ranger Roundabout



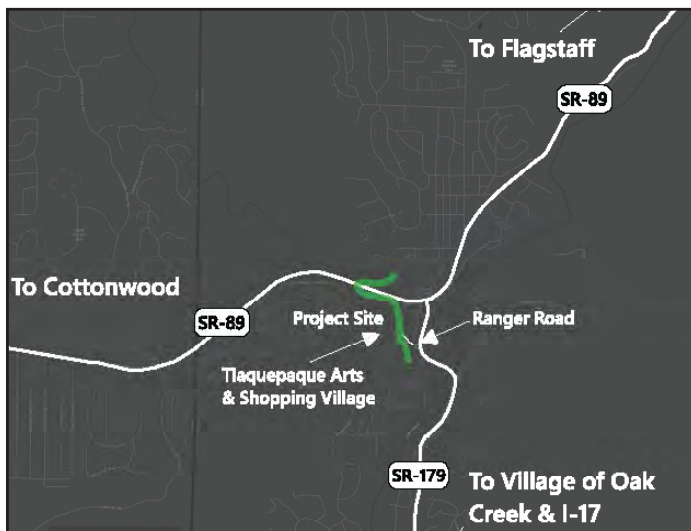
Project Overview

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, intending to add a roundabout at the intersection of SR-89A and extend Forest Road and Ranger Road to bypass sections of SR-89A, will provide better flow for residents and tourists to bypass two busy roundabouts, and reduce congestion during peak traffic from SR179 to the 'Y' at SR89a to Uptown Sedona (and further on to Flagstaff). This project will alleviate congestion, improve emergency access, promote multimodal travel, provide tourism management (by managing traffic congestion), improve workforce access to employment, and support local business sustainability.

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

The City of Sedona's 2018 Transportation Master Plan identifies the Forest/Ranger/SR89a Intersection Improvement 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 \$5,016,000 to pair with a local match fund of \$1,254,000 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

City of Sedona, Arizona



Project Schedule

Planning & Design in 2023,
Construction in 2024



Project Cost

Total Project Cost: \$6,270,000
State Funding Request: \$5,016,000
Local Contribution: \$1,254,000 (20%)



Contact Info

Kurtis Harris
Engineering Supervisor, Sedona
928-203-5059
kharris@sedonaaz.gov



Location



City of Sedona
Navajo County
AZ Legislative District 7
NACOG Region

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



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



Project Overview

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

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

This project is requesting \$2,148,524 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Apache County, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$2,248,524

State Funding Request: \$2,148,524

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



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

Project Overview

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

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

Ultimately, this project serves as a fundamental access and safety improvement for the betterment of the surface transportation infrastructure of the NACOG region. This project is already fully designed and shovel-ready, and is requesting \$261,212 to pair with a local match fund of \$1,627,429 to fully construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Hopi Tribe

Project Schedule

Construction in 2024

Project Cost

Total Project Cost: \$1,888,641

State Funding Request: \$261,212

Local Contribution: \$1,627,429 (86.1%)

Contact Info

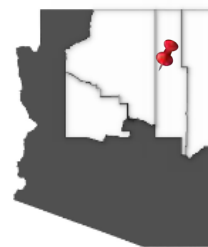
Michael Lomayaktewa

Director, Hopi DOT

928-734-3181

mlomayaktewa@hopi.nsn.us

Location



Village of Hotevilla
Hopi Tribe
AZ Legislative District 6
NACOG Region

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



Town of Eagar EV Charging Station



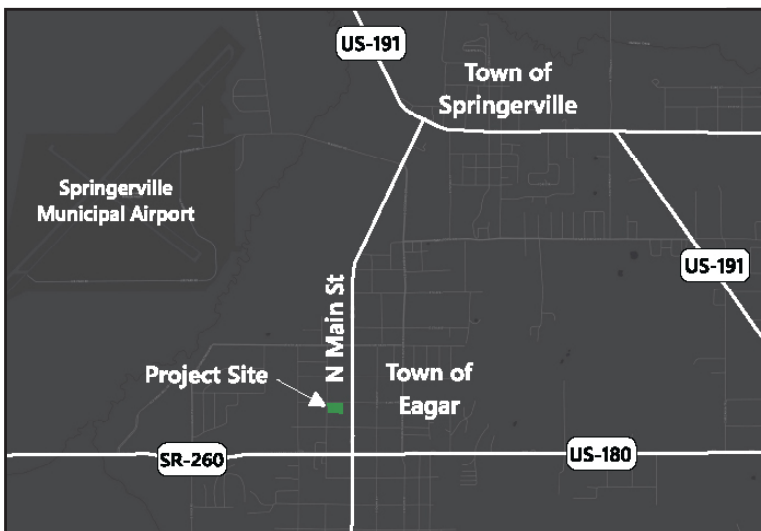
Project Overview

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 \$407,971 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Town of Eagar, Arizona



Project Schedule

Planning in 2023, Design in 2024,
Construction in 2025



Project Cost

Total Project Cost: \$507,971
State Funding Request: \$407,971
Local Contribution: \$100,000 (19.7%)



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
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Cornfields Sunrise Low Water Crossing - Safety & Access Improvements

Project Overview

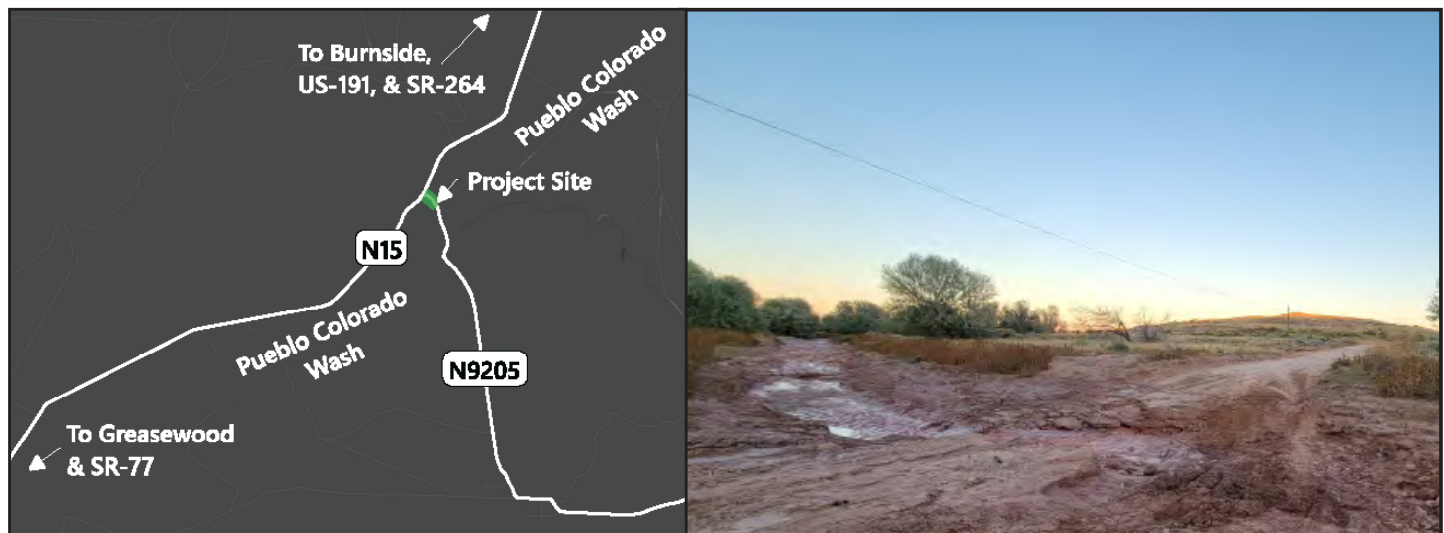
The Cornfields Chapter is one of 110 recognized chapters of the Navajo Nation and is located in the southeastern portion of the Navajo Nation within Apache County. It is home to an estimated 1,600 people. The community is generally isolated with the nearest commercial outlet at least ten (10) miles away, 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 \$837,971 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Navajo Nation, Cornfields Chapter



Project Schedule

Planning in 2023, Design in 2024, Construction in 2025-2026



Project Cost

Total Project Cost: \$1,103,971
State Funding Request: \$837,971
Local Contribution: \$266,000 (24.1%)



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



Project HIR 2(12) - Kachina Point Road Reconstruction

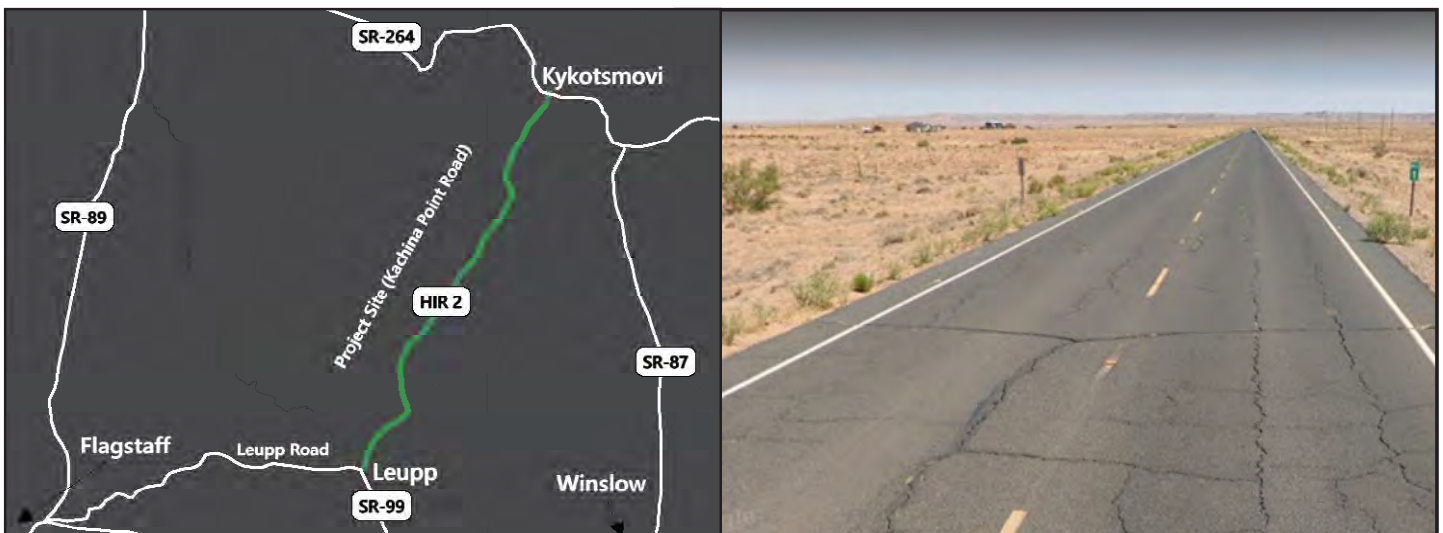
Project Overview

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 northeastern Arizona during the summer season.

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

The safety improvements provided by this project are vital to the health and mobility of residents and visitors alike, and would also have a great effect on tourism, outside commerce, and greater through-traffic that all benefit local businesses. However, the greatest and most apparent impact will be upon the improvements to safety and ease of access to and from the Hopi Tribe. This project is already fully designed and shovel-ready, and is requesting \$5,535,513 to pair with a local match fund of \$12,301,717 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Hopi Tribe

Project Schedule

Construction in 2023-2024

Project Cost

Total Project Cost: \$18,000,000

State Funding Request: \$5,535,513

Local Contribution: \$12,301,717 (68.3%)

Contact Info

Michael Lomayaktewa

Director, Hopi DOT

928-734-3181

mlomayaktewa@hopi.nsn.us

Location



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

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



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



Project Overview

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

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

The pavement for this roadway is reported as only 29% of the total surface area being "good" or "very good" condition; the rest of the pavement, including 21% that is rated poor or very poor, needs treatment as soon as feasible to negate near term pavement degradation. Preservation of this roadway is paramount to maintain a functioning and passable corridor through northern Arizona.

This project is already fully designed and shovel-ready, and is requesting \$2,215,242 to pair with a local match fund of \$4,419,025 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Yavapai County, Arizona



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$6,634,268

State Funding Request: \$2,215,242

Local Contribution: \$4,419,025 (66.6%)



Contact Info

Roger McCormick

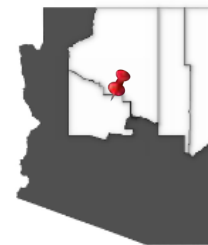
Assistant Public Works Director

928-771-3183

roger.mccormick@yavapaiaz.gov



Location



Yavapai County
AZ Legislative District 1
NACOG Region

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



SR-264 Turning Lanes to Ganado Senior Citizens Center & Veteran's Building (Development)



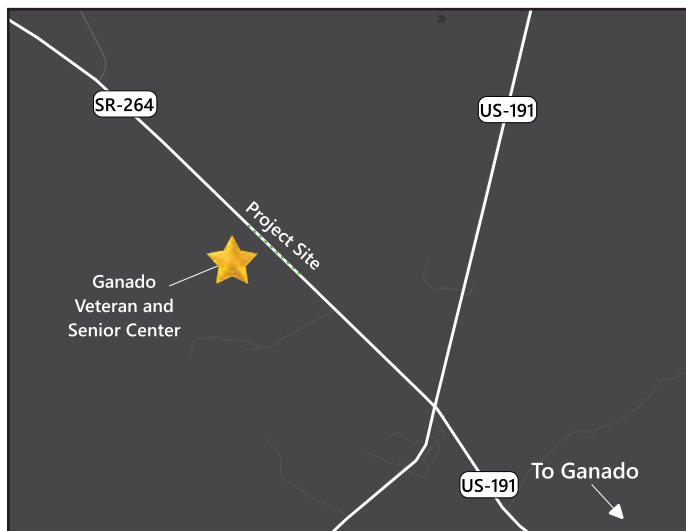
Project Overview

The Ganado community is geographically situated in northeastern Arizona approximately thirty (30) miles west of the Navajo Nation Capital, Window Rock, AZ. Ganado is located along SR-264, the main arterial that stretches from Yahatey, New Mexico to Tuba City, Arizona, running east to west across the state of Arizona. US-191 runs north/south through the Navajo Nation and intersects with SR-264 in Ganado, linking many communities to the northernmost parts of Arizona and into Utah.

The Ganado community population is estimated at 1,210, and many locals depend on selling arts, crafts, and silversmithing due to the limited local economy. Presently, the community is planning the construction of a senior citizens' center as an essential improvement to healthcare and protection of aging residents. Currently, the Ganado Veteran & Senior Center is accessed via a non-speed controlled turn off of SR-264, making a significant speed change and abrupt turn into the facility required. This maneuver unnecessarily places danger on those traveling to and from the facility in Ganado, and it is vital for both travelers of SR-264 and visitors and residents or the Senior Citizens Center that these turns are made safe through separated turn lanes.

This project allows the Ganado Veteran & Senior Center building to construct separated turn lanes to create a speed-controlled turn exiting SR-264 and ensure safe access to the facility. This vital safety improvement helps to further protect the aging residents of Ganado and the surrounding communities. This project is requesting \$538,661 to pair with a local match fund of \$833,333 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Apache County, Arizona



Project Schedule

Planning in 2023, Design in 2024,
Construction in 2025



Project Cost

Total Project Cost: \$1,471,994
State Funding Request: \$538,661
Local Contribution: \$833,333 (56.6%)



Contact Info

Flora Nez
Administrative Operations Manager
928-755-3881
fnez@co.apache.az.us



Location



Town of Ganado
Apache County
AZ Legislative District 6
NACOG Region

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





Project Overview

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

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

This project will show investment in local roadways that supports residents' mobility needs, ease congestion and assist in movement of through-traffic, and serve to strengthen local social and economic opportunities. This project is requesting \$170,000 to plan these improvements with an expected local match fund of at least 15%. 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Towns of Snowflake and Taylor, Arizona



Project Schedule

Planning in 2023



Project Cost

Total Project Cost: \$170,000 - Planning

State Funding Request: \$170,000

Local Contribution: At least 15%



Contact Info

Joseph Jarvis

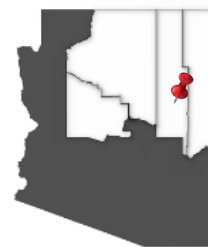
Assistant Town Manager, Taylor

928-536-7103 x200

joseph@tayloraz.gov



Location



Snowflake/Taylor
Navajo County
AZ Legislative District 7
NACOG Region

NACOG
Northern Arizona
Council of Governments
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Main Street Pavement Preservation



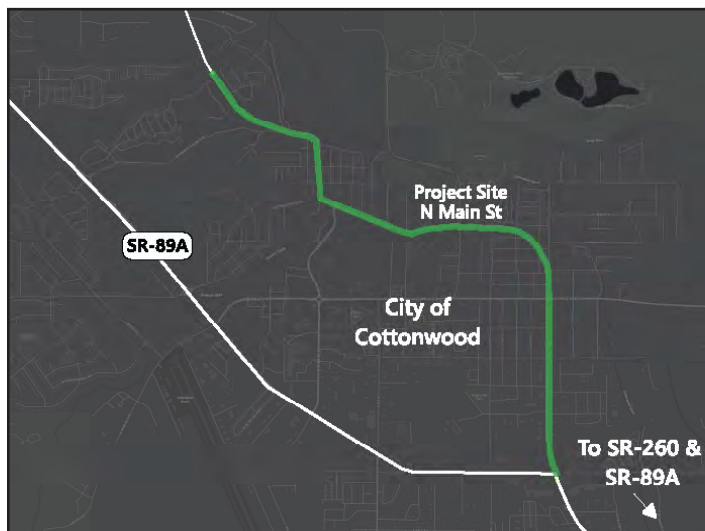
Project Overview

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

Minimal pavement maintenance has been performed since the roadway was abandoned by ADOT and granted to the City. 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.

This project will improve all aspects of mobility in Cottonwood's central business district, Riverfront Park and Dead Horse Ranch State Park. This project is widely supported among City Council and Staff as well as by the local Bicycle Advisory Council. This project is requesting \$4,000,000 to pair with a local match fund of \$420,000 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

City of Cottonwood, Arizona



Project Schedule

Planning & Design in 2023,
Construction in 2024



Project Cost

Total Project Cost: \$4,420,000
State Funding Request: \$4,000,000
Local Contribution: \$420,000 (9.5%)

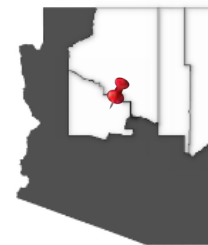


Contact Info

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



Location



City of Cottonwood
Yavapai County
AZ Legislative District 1
NACOG Region

NACOG
Northern Arizona
Council of Governments
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Tori Circle School Bus Route Total Reconstruction



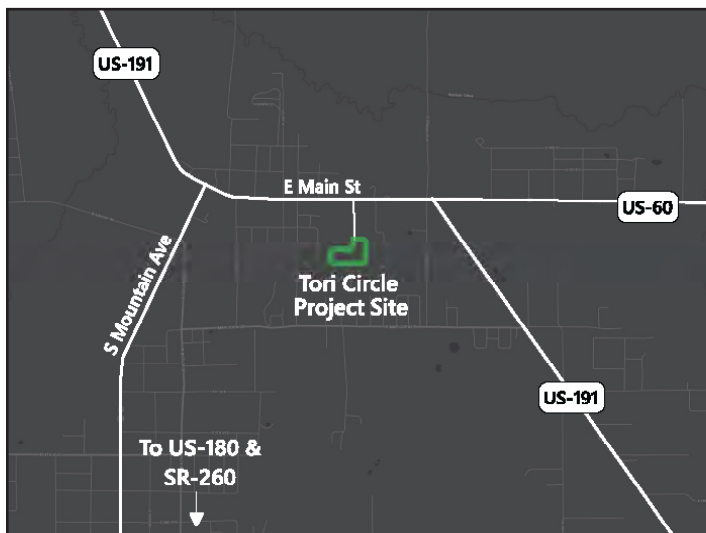
Project Overview

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

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

This project will provide better access for residents to Main Street (and thereby to US-191 and SR-60) and increase social and economic opportunities through restoring the integrity of the road surface. The Tori Circle Reconstruction facilitates access between neighborhoods and reduces wear on school buses that travel through the area daily. It is essential that residents have unobstructed mobility in and through their neighborhoods, access to the greater region and surrounding communities, and as efficient emergency access as possible. This project is requesting \$926,200 to pair with a local match fund of \$50,000 to fully plan, design, and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Town of Springerville, Arizona



Project Schedule

Planning & Design in 2023,
Construction in 2024



Project Cost

Total Project Cost: \$976,200

State Funding Request: \$926,200

Local Contribution: \$50,000



Contact Info

Steve Christensen

Public Works Director, Springerville

928-333-2656 x229

schristensen@springervilleaz.gov



Location



Town of Springerville
Apache County
AZ Legislative District 6
NACOG Region

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



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



Project Overview

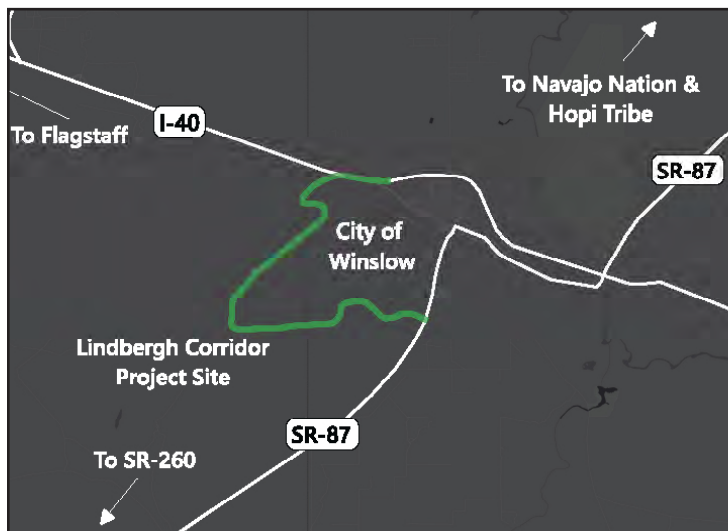
The Lindbergh Parkway project in the City of Winslow introduces a new corridor that greatly improves access between I-40 and SR-87 for commercial and industrial traffic, which currently must cross over railroad tracks and through the City of Winslow's downtown and even residential areas to access this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

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.

This project is requesting \$6,103,373 to pair with a local match fund of \$3,360,000 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

City of Winslow, Arizona



Project Schedule

Planning in 2023-2024, Design in 2024-2026, Construction in 2024-2026



Project Cost

Total Project Cost: \$16,800,000
State Funding Request: \$6,103,373
Local Contribution: \$3,360,000 (20%)



Contact Info

Tim Westover
Facilities Manager, 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
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Highway 64 Restripe (SR-89 Alternative, Emergency & Grand Canyon Access)



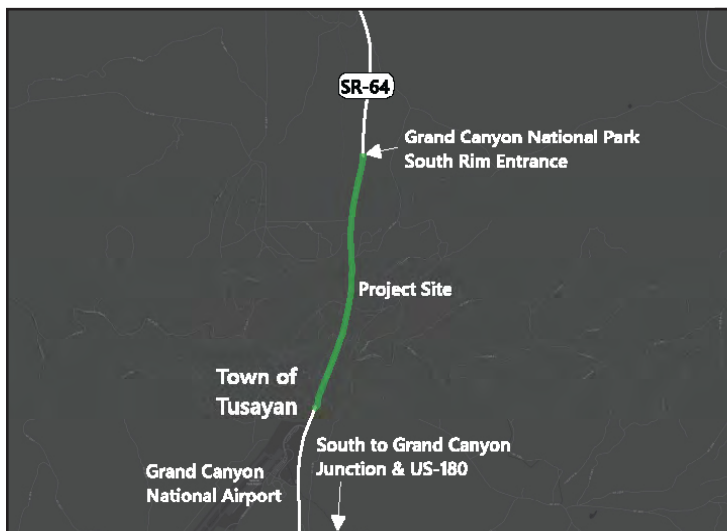
Project Overview

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

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

The Town also hopes that this will be the first of many projects to expand and develop the Highway 64 south of the Grand Canyon towards Williams, and create momentum towards further surface transportation improvement in northern Arizona. This project has broad support among local stakeholders and larger organizations, including the National Park Service. This project is requesting \$250,000 to pair with a local match fund of \$25,000 to fully construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Town of Tusayan, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$275,000

State Funding Request: \$250,000

Local Contribution: \$25,000 (9.1%)



Contact Info

Charlie Hendrix

Town Manager, Tusayan

928-638-9909

tusayantownmanager@tusayan-az.gov



Location



Town of Tusayan
Coconino County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
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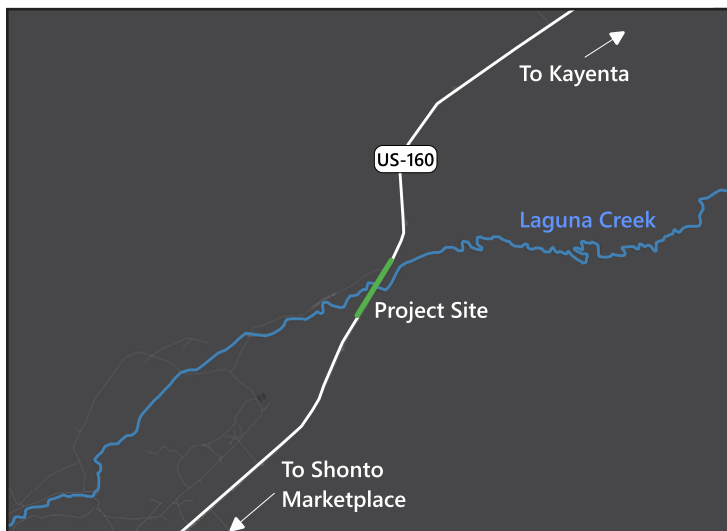
Project Overview

US-160 is a vital interstate roadway that connects SR-89 (and thereby Flagstaff, Cameron, Tuba City, and beyond to I-17 and Phoenix) to US-163 through Kayenta and into Utah, to US-191 into the heart of Apache County and the Navajo Nation, and further into both New Mexico and Utah. This roadway supports travel for over 14,000 vehicles a day on many stretches as of 2019 counts. The integrity of this roadway is essential to interstate travel in the Southwest U.S., and provides access between cities and towns for both passenger travel and freight for hundreds of thousands of residents across four states.

Over the last several years, a slow but steady bank erosion at Laguna Creek has raised concerns that it may gradually start to affect the integrity of pavement and safety on US-160. Due to the unpredictability of monsoon season flows, it is difficult to determine a realistic timeline of when US-160 will actually be in danger, but proactivity in addressing this issue will prevent the exorbitant cost of mitigation and repair for such a major roadway. Allowing this problem to affect US-160 would also cause a major disruption to the essential transportation systems that utilize our U.S. highways.

In 2016, the erosion was approximately 120' from the edge of pavement on US-160. Today, it is approximately 100' from US-160. Taking a proactive stance on this issue will not only prove to be a more inexpensive fix than allowing the roadside erosion to worsen, but will also prevent disruptions to travel on one of the largest interstate roadways in Arizona. This project is requesting \$1,286,299 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Arizona Department of Transportation



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$1,286,299

State Funding Request: \$1,286,299



Contact Info

Ed Wilson

ADOT Northeast District Engineer

928-524-5432

jwilson@azdot.gov



Location



Apache County
AZ Legislative District 6
NACOG Region

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





Project Overview

State highways across Arizona experience inclement weather throughout the year, including conditions like heavy rains, flooding, snow, and ice. These conditions have long proven to be hazardous for residents and travelers throughout the state; reporting and monitoring of these conditions is essential to preserving the integrity of mobility in Arizona and preventing weather from obstructing arterial highways that support thousands of vehicles per day.

Several locations in northeastern Arizona – including, Lupton, Window Rock, Painted Desert, Alpine Divide, and Cerro Montoso – commonly experience these hazardous weather conditions, and are either not serviced by any kind of Road Weather Information Systems (RWIS) or use outdated RWIS systems. RWIS are devices built to measure, record, and communicate numerous types of road weather information for road alerts and maintenance scheduling. The frequency of inclement weather and hazardous driving conditions in these areas have made them a priority for the Arizona Department of Transportation (ADOT) in installing new RWIS devices to monitor the safety and accessibility of major roadways. New RWIS devices would enable ADOT to capture a wide breadth of information necessary to ensure consistent safety and mobility of travel to and through eastern Arizona.

This project intends to install new and/or upgrades RWIS devices in the aforementioned locations with hardware that increases ADOT's responsiveness and awareness of all aspects of the roadway conditions in such a vital area of the state that consistently endures hazardous weather and the lasting impacts of it on the surface transportation infrastructure. This project is requesting \$571,888 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 November 4th, 2022.

RWIS System Photos



Project Lead

Arizona Department of Transportation



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$571,888

State Funding Request: \$571,888



Contact Info

Ed Wilson

ADOT Northeast District Engineer

928-524-5432

jwilson@azdot.gov



Location



Apache County
AZ Legislative District 6
NACOG Region

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



Airport Road Pavement Replacement & Extension



Project Overview

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

Like most rural communities, Williams has limited resources upon which to draw for these infrastructure improvements and maintenance. The Airport Road Pavement Replacement & Extension project is part of the Williams Connectivity and Circulation Project, a proposed roadway/pedway system that will improve circulation around historic Downtown Williams, establish a pedestrian trail system, and improve access to the Williams Airport, and link to SR-64 via Pronghorn Ranch Road. The system will connect neighborhoods, commercial centers, cultural features and tourist attractions, as well as improve an existing route to the Williams Airport.

The Airport Road segment includes pavement replacement and a north-south pathway from the intersection with Rodeo Rd north to the Airport. This pathway will connect the Rodeo Road trail to the Airport, increasing multimodal access and improving the viability of active transit. This project is requesting \$3,032,191 to pair with a local match fund of \$542,809 to complete the planning, design, and construction of this project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

City of Williams, Arizona



Project Schedule

Planning in 2023, **Design** in 2023-2024, **Construction** in 2024-2025



Project Cost

Total Project Cost: \$3,575,000
State Funding Request: \$3,032,191
Local Contribution: \$542,809 (15.1%)

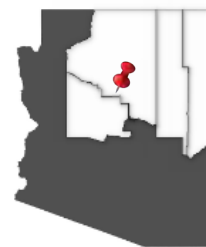


Contact Info

Tim Pettit
City Manager, Williams
928-635-4451
tpettit@williamsaz.gov



Location



City of Williams
Coconino County
AZ Legislative District 7
NACOG Region

NACOG
Northern Arizona
Council of Governments
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US-191 Drainage & Flood Safety Improvements (MP 389.3)



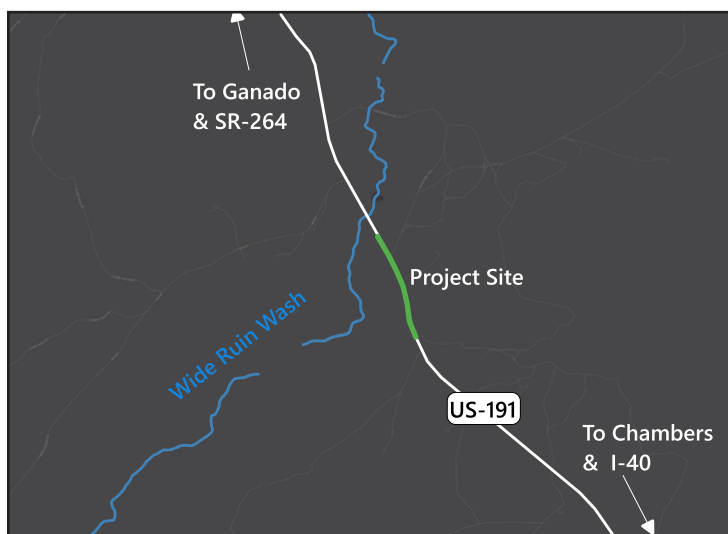
Project Overview

US-191 is a vital interstate roadway that runs north/south from Douglas, AZ on the Mexican border to the southern boundary of Yellowstone National Park in the northwest corner of Wyoming (adjacent to the Canadian border). This national arterial highway runs through Apache County and connects the entire region to both central eastern Arizona (the communities of St Johns, Springerville, and Eagar) and the Navajo Nation (through the communities of Many Farms, Chinle, and Ganado), as well as through the community of Mexican Water and into the southern part of Utah. This roadway supports travel for over 7,000 vehicles a day on many stretches as of 2019 counts. The integrity of this roadway is essential to interstate travel in the Southwest U.S., and provides access between cities and towns for both passenger travel and freight for hundreds of thousands of residents across four states.

Every monsoon season, this project's stretch of US-191 between I-40 and SR-264 is topped by water as a result of surface runoff. The drainage features of this roadway are not sufficient in supporting flow of runoff away from traffic lanes, creating hazardous conditions for drivers upon the rather common occurrence of heavy rain in northeastern Arizona. Wash flow characteristics and sediment loading have necessitated the need for a box structure/culvert to take the water off of the road and back into the drainage features where it belongs.

This project improves safety and accessibility and mitigates a major issue with roadway design that is made apparent every time rainfall causes flooding on the roadway. Given the national scale of this roadway and the high level of in-state travel this segment of US-191 supports, the Arizona Department of Transportation (ADOT) has identified this project as a top priority improvement. This project is requesting \$3,500,000 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 November 4th, 2022.

Vicinity Map & Site Photo



Project Lead

Arizona Department of Transportation



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$3,500,000

State Funding Request: \$3,500,000



Contact Info

Ed Wilson

ADOT Northeast District Engineer

928-524-5432

jwilson@azdot.gov



Location



Apache County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
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METROPLAN

GREATER † FLAGSTAFF

General Fund Request:

\$15,609,290

Project Overview

MetroPlan requests \$2,609,290 in support of one project: the **Lone Tree Corridor**.

The **Lone Tree Corridor** serves these needs:

- Safe, grade-separated railroad overpass connecting Lone Tree Road to Route 66.
- Arterial network alternative to Milton Road
- Alternate access to Northern Arizona University (NAU)
- Missing pedestrian and bicycle facilities

The **Lone Tree Corridor** includes:

- Bridge over the BNSF railroad tracks and future Rio de Flag
- Widening from 2-4 lanes
- Sidewalks, trails, bike lanes
- Protected traffic intersections

Lone Tree benefits Flagstaff and the region by:

- Less congestion Downtown
- Access to future growth areas
- Improved pedestrian and bicycle mobility and safety
- More effective evacuation routes

Flagstaff voted in taxes for the **Corridor** in 2018



Project Lead

City of Flagstaff, Arizona



Project Schedule

Construction in 2023

Est. Completion in 2026



Project Cost

Total Project Cost: \$106,000,000

State Funding Request: \$2,609,290

Local Contribution: \$103,400,000 (98%)



Contact Info

Christine Cameron

Capital Project Manager

928-213-2682

ccameron@flagstaffaz.gov



Location

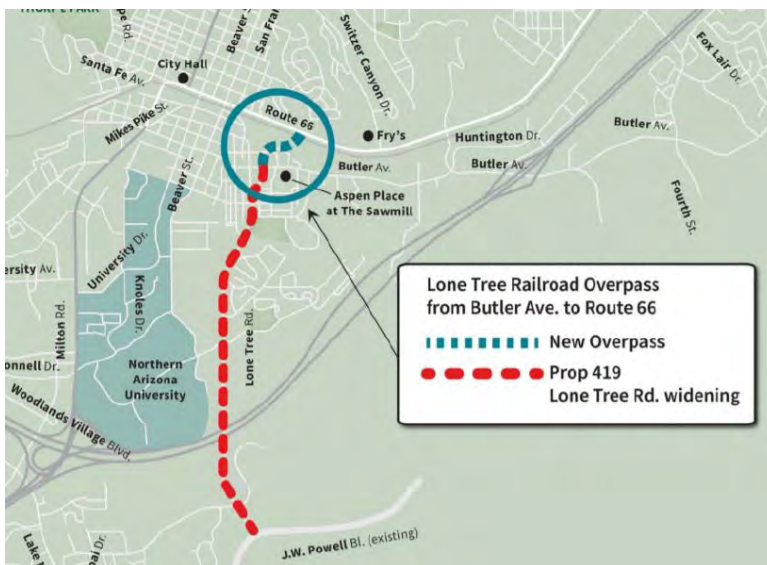


City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region



METROPLAN
GREATER FLAGSTAFF

Vicinity Map & Site Photo



Project Overview

Flood flows in the Hwy 89 corridor are now 10 to 22 times greater than pre-fire. The Government Tank Flood Corridor is experiencing a 22% increase in discharge, 4,000 CFS at the forest boundary. There are over 600 homes impacted or at risk for flooding in this flood corridor (the three projects below are within this flood corridor). The District spent \$8.2 million on response and short-term mitigation from only one monsoon season.

The Project includes:

- Government Tank Flood Corridor Detention Facilities
 - Construction of two new detention basins and expansion of an existing detention facility; Estimated cost is \$12 million.
- Hwy 89 Culvert Upsizing (Govt. Tank/North Fork locations)
 - Two new box culverts (3'X6' & 5'X8'); Est. cost \$3 M
- Copeland Detention Facility Expansion
 - The total cost of the project will be \$12.1 million if it's determined that adding 50% capacity to the facility is necessary. The project is a component of what ADOT will be analyzing and potentially funding with FHWA Emergency Relief funds. If it moves forward, then the District would be responsible for the 5.7% match, which is \$690,000.

Vicinity Map & Site Photo



Severe Erosion Damage - Copeland Detention Facility

Project Lead

Coconino County Flood Control District

Project Schedule

Dependent Upon Securing Funding

Project Cost

Total Project Cost: \$27.2 million*

State Funding Request: \$5 million

Local Contribution \$22.2 million (82%)*

*Assumes No FHWA ER Funds

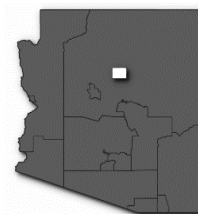
Contact Info

Lucinda Andreani

Deputy County Manager/
Flood Control Dist. Administrator
928-679-7166

landreani@coconino.az.gov

Location



City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region



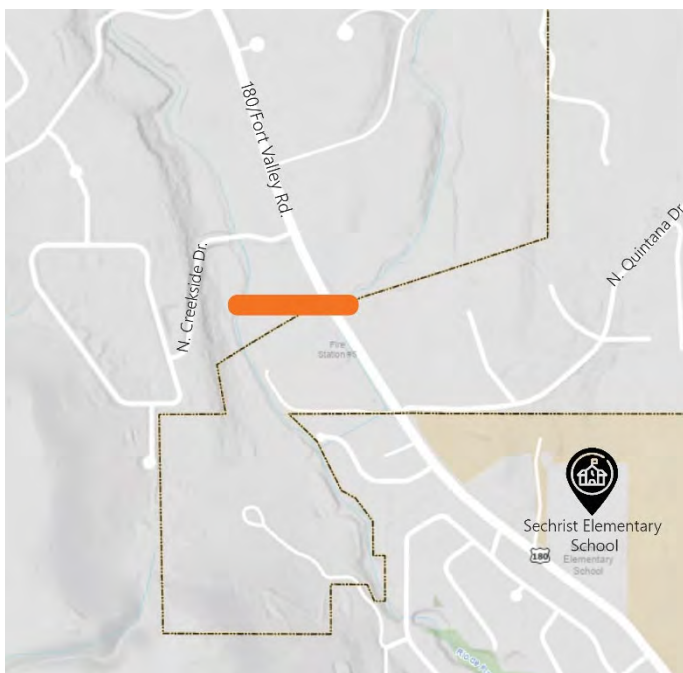
Project Overview

Purpose: The Highway 180 culvert at Schultz Creek is sized for pre-fire conditions. The culvert is currently insufficient for routine flood flows following the 2022 Pipeline Fire that burned over a quarter of the Schultz Creek watershed. The purpose of this project is to upsize the conveyance under Highway 180 to provide capacity for regular flood flows and to improve the channel stability upstream and downstream of the highway crossing to prevent scour and future incision that may damage the highway crossing.

Benefits: reduce flood closures of Highway 180, reduce flood debris on Highway 180, reduce flood impacts in the Coconino Estates neighborhood, reduce sediment and debris sourcing from the channel and transport to downtown Flagstaff.

Total cost: \$5.3M estimated for the culvert and conveyance between Highway 180 and the Rio de Flag, another \$300,000 for upstream channel stability.

Vicinity Map & Site Photo



Project Lead

City of Flagstaff

Project Schedule

Est. Completion in 2023

Project Cost

Total Project Cost: \$5,600,000

State Funding Request: \$3,000,000

Local Contribution: \$2,600,000 (46%)

Contact Info

Edward Schenk

Stormwater Manager, Flagstaff

928-213-2470

Edward.schenk@flagstaffaz.gov

Location



City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region



Project Overview

Flagstaff requests \$5,000,000 in support of the JWP Bridge Widening

The J.W. Powell bridge widening serves these needs and major destinations:

- NAH Wellness Center and Tier 1 Trauma Center (opening 2025)
- Flagstaff Pulliam Airport
- Fort Tuthill Regional Park
- Oak Creek Canyon/Sedona
- Flagstaff Research and Development Park (in planning)

The J.W. Powell bridge widening includes:

- Construction of a four-lane minor arterial bridge over I-17
- Replacement of the existing 2-lane structure
- Addition of active transportation facilities per City guidance

The J.W. Powell bridge widening provides these benefits:

- Improved emergency medical response times
- Expanded regional medical service access
- Enhanced tourism-based economic activity
- Improved interstate highway operations

Vicinity Map & Site Photo



Deficient bridge to be removed and replaced for four lanes



Project Lead

ADOT



Project Schedule

Design FY 2023

Construction FY 2024



Project Cost

Total Project Cost: \$18,000,000

State Funding Request: \$5,000,000

Local Contribution: \$1,000,000 (6%)

State Contribution: \$9,000,000 (50%)

Pending Contribution: \$3,000,000 (17%)



Contact Info

David Wessel

Planning Manager

928-699-3053

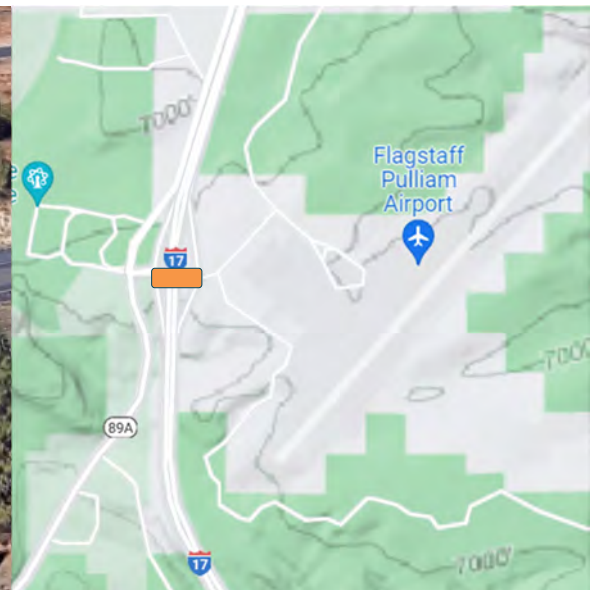
david.wessel@metroplanflg.org



Location



City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region





**MARICOPA
ASSOCIATION of
GOVERNMENTS**

General Fund Request:

\$51,994,088

Ironwood Drive: Elliot Rd to Baseline Ave



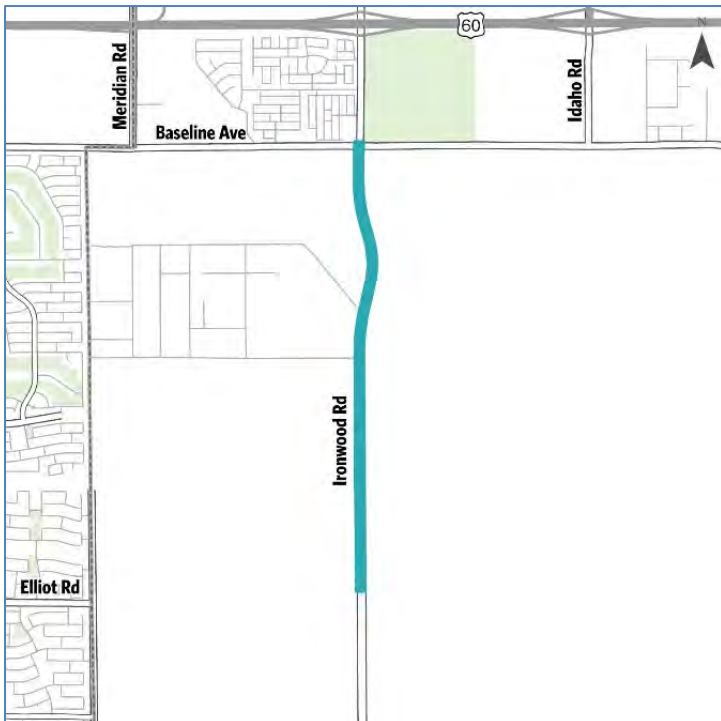
Project Overview

Ironwood Drive is currently a four-lane divided arterial road connecting the City of Apache Junction to the Town of Queen Creek. Due to a recent purchase and acquisition of 2781 acres, there are now plans by two developers to construct over 10,000 homesites in the next seven years. Adding the recently completed extension of State Route 24 (SR 24) to Ironwood Drive, and there is an even greater need to expand Ironwood Drive, per the City's Active Transportation Plan.

The land adjacent to the project is currently owned by the Arizona State Land Department, The city has completed the paperwork required for the section between Elliot Avenue and Guadalupe Road and is currently determining the needs between Guadalupe and Baseline roads. Future development will go south to SR 24 after the current developments are completed and once Ironwood Drive between Elliot Avenue and US 60 is widened to handle future traffic. Ironwood Drive from Ray Road to SR 24 will be completed by future developers.

The project will widen Ironwood Drive from four lanes to six lanes, install curb & gutter, bicycle lanes, streetlights, and drainage improvements, and serve as a primary connection from SR 24 to US 60, as well as from the City of Apache Junction to the Town of Queen Creek.

Vicinity Map & Site Photo



Project Lead

City of Apache Junction, Arizona



Project Schedule

Design – Fall 2024

Construction – Winter 2025



Project Cost

Total Project Cost: \$8,022,672

State Funding Request: \$6,961,938

Local Contribution: \$1,040,734 (13.0%)

*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 District 7



Photo provided by City of Apache Junction

Hunt Highway: West of Attaway Drive



Project Overview

Hunt Highway is currently the Town's only roadway that serves as a Principal Arterial and provides regional connectivity. This corridor has the highest Average Daily Traffic (ADT) for a roadway section within the town limits that is not a state highway, seeing 14,600 vehicles per day in 2022 and a projected count of 17,080 for 2026. This project will widen Hunt Highway to four lanes approximately 1320-ft east of Attaway to 4,500-ft west of Attaway Road where it will tie into the existing six lane section, which will provide an additional regional option for traffic to access areas to the north that are within Maricopa County.

Currently this intersection fails to move people through the corridor in a timely manner. The lack of turn lanes does not allow phases to be grouped together, instead eastbound and westbound operate on separate splits. By adding turn lanes this will dramatically improve the Level of Service of the intersection. There are also some geometric concerns/limitations. Hunt Highway will need to be re-aligned to the south to allow widening to occur without impacting the existing energy dissipator with the Magma Flood Control District's open channel. Currently the intersection of Attaway Road and Hunt Highway do not intersect at a 90-degree angle. The intersection will need to be realigned to provide an orthogonal intersection.

The project is currently in pre-design where an alignment study is underway which will culminate in 30 percent plans. The current estimated cost is approximately \$8 million dollars. The town is requesting \$4,535,540 to help complete the project. Hunt Highway is one of Pinal County's Regionally Significant Routes and an important corridor today and in the future.



Project Lead

Town of Florence, Arizona

Project Schedule

Construction – 2023

Project Cost

Total Project Cost: \$8,000,000

State Funding Request: \$4,535,540

Local Contribution: \$3,464,460 (43.3%)

*estimates provided by Town of Florence

Contact Info

Ron Gritman

Senior Civil Engineer, Town of Florence

520-868-7695

Ron.Gritman@FlorenceAZ.gov

Location



Town of Florence
Pinal County
AZ Legislative District 16



Vicinity Map & Site Photo



Photo provided by Town of Florence

State Route 187 Turn Lanes



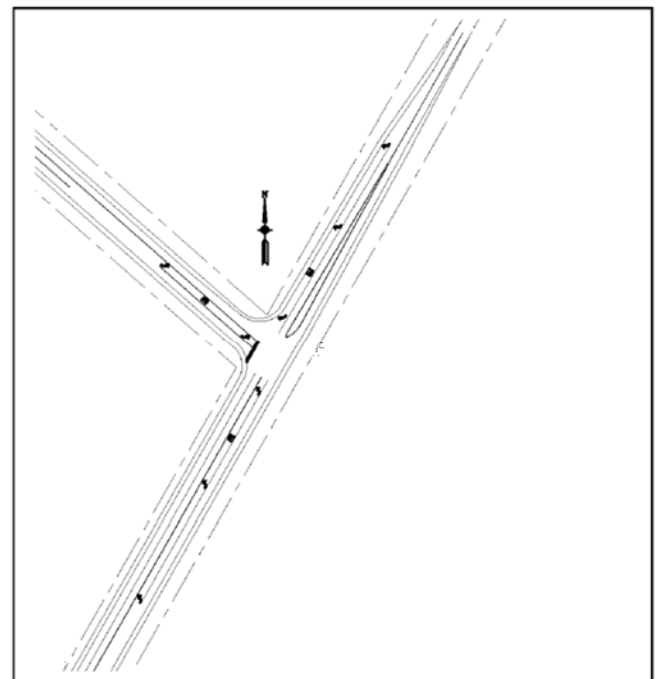
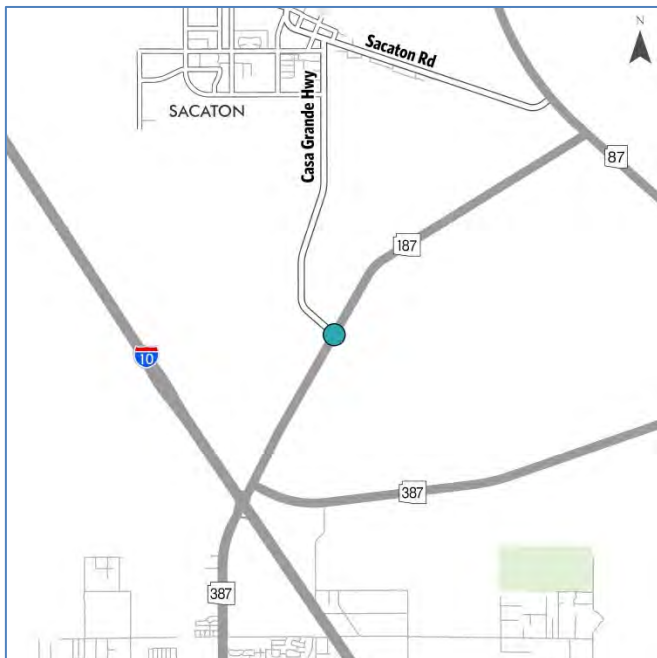
Project Overview

The State Route (SR) 187/Casa Grande Highway (CGH) corridor is one of four main Routes by which motorists can enter Sacaton Arizona, the main governmental center for the Gila River Indian Community. The corridor is one of the main detour routes that ADOT uses when there is a closure on I-10. Adding turn lanes at this intersection will significantly help reduce the congestion of traffic through the SR 187 corridor during these closure events. Additional turn lanes will also significantly increase the safety of the intersection during periods of normal operation.

On an average weekday during the AM peak hour, there are in excess of 400 vehicles navigating the left turn movement off of SR 187 and onto the CGH. Most of these motorists are Community employees who live in nearby Casa Grande and are striving to reach Sacaton by 8 am, the time at which most offices open in Sacaton. Having a dedicated left lane on SR 187 will significantly help to improve travel reliability and help to reduce crash risks at the intersection. The situation reverses in the afternoon peak as the same amount of traffic is leaving Sacaton on this route. To improve the safety and efficiency of traffic through the intersection the Community is also proposing the construction of an acceleration lane on SR 187 for motorists making the right turn movement on their way home to Casa Grande. Eastbound Left and Southbound Right turn lanes will also be added to the SR 187/CGH intersection to help improve intersection safety and capacity.

This funding request is for Phase 1 of the SR 187/CGH corridor project and will include the turn lanes at the intersection of SR 187 & CGH as well as, 2000' of shoulder widening on CGH northeast of the intersection. This project is listed on the Community's TTIP that has received Community Council and FHWA approval.

Vicinity Map & Site Schematic



Project Lead

Gila River Indian Community,
Sacaton, Arizona

Project Schedule

Construction – 2023

Project Cost

Total Project Cost: \$4,901,966

State Funding Request: \$1,479,966

Local Contribution: \$3,422,000 (69.8%)

*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



Green Road Improvements



Project Overview

State Route 347 is the main artery between Phoenix and Maricopa. In the past twelve months, accidents have backed up or stopped traffic on a near-weekly basis, with multiple fatalities coming as a result of these incidents. News reports have called the highway "one of the most dangerous roads in the state."

To begin to alleviate accidents, pressure, congestion, and traffic off of State Route 347, the City of Maricopa has proposed a bypass route to its neighbors on the Gila River Indian Community. This bypass route would initially head west from State Route 347, just north of the City of Maricopa boundary. The bypass would head west until Green Road, where it would turn south to connect to State Route 238.

In addition to serving the residents, visitors, and businesses in Maricopa, thousands of tourists, and regional commercial traffic use State Route 347 each day to connect to State Route 238, where they can access destinations beyond Maricopa. With the creation of the bypass, these trucks and other through-traffic can exit the main road in Maricopa, thereby lessening the traffic on City roads. The bypass route will also have a grade-separated crossing of the Union Pacific Railroad, providing an additional access point to areas south of the tracks.

An initial estimate for design and construction of this segment was given at \$25 million. The City may seek additional funds in the future from federal, state, and regional partners.

Vicinity Map & Schematic



Project Lead

City of Maricopa, Arizona



Project Schedule

Design in 2023-2024,
Construction in 2023-2026



Project Cost

Total Project Cost: \$25,000,000+ (est.)
State Funding Request: \$3,208,370
Local Contribution: \$22,000,000+ (87.2%)

*estimates provided by City of Maricopa



Contact Info

Benjamin Bitter

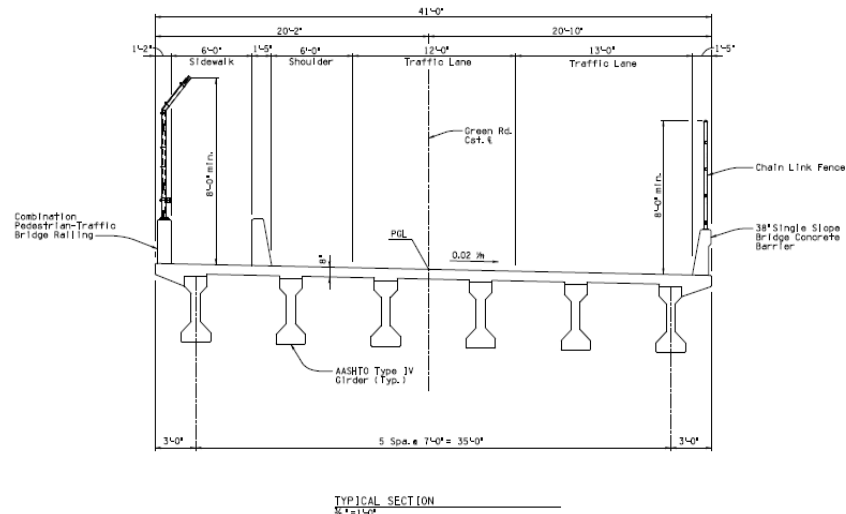
Deputy City Manager, City of Maricopa
(520) 316-6834
benjamin.bitter@maricopa-az.gov



Location



City of Maricopa
Pinal County
AZ Legislative District 16





Project Overview

Rancho El Dorado Parkway is the principal loop road running through one of Maricopa’s first master planned communities. Connecting three different neighborhoods, over 6,600 homes, and almost 20,000 residents, the Parkway serves as a major relief from Smith-Enke Road and State Route 347, which are often congested with traffic to the surrounding community. Rancho El Dorado Parkway also serves as the main access point for schools, parks, and public facilities enjoyed by area residents.

Rancho El Dorado Parkway does have one unique challenge – it runs across the Santa Cruz Wash. As a low-water crossing, the roadway becomes impassible during and following major storm events. This adds additional strain to the larger roadway network and creates major transportation challenges for those seeking to access the schools or otherwise enjoy the amenities within the area.

The City of Maricopa is seeking to replace the low-water crossing with a bridge structure that will allow the roadway to remain open during storm events. This will positively impact the flow of traffic in the area, making it easier for the community to travel during these times.

An estimate, based on a similar bridge that the City is constructing at another point on the Santa Cruz wash, puts the cost for this project at over \$6,000,000. The City would pay for its share with existing local funds.

Vicinity Map & Site Photo



Photo provided by City of Maricopa



Project Lead

City of Maricopa, Arizona



Project Schedule

Design in 2023-2024,

Construction in 2024-2025



Project Cost

Total Project Cost: \$6,000,000+ (est.)

State Funding Request: \$3,208,370

Local Contribution: \$2,791,000+ (46.5%)

*estimates provided by City of Maricopa



Contact Info

Benjamin Bitter

Deputy City Manager, City of Maricopa

(520) 316-6834

benjamin.bitter@maricopa-az.gov



Location



City of Maricopa
Pinal County
AZ Legislative District 16



Sonoran Desert Parkway (Phase II)



Project Overview

The Sonoran Desert Parkway is a crucial link between two of the nation's fastest growing communities, the City of Maricopa and the City of Casa Grande. Located in western Pinal County, the Parkway will carry residents, travelers, and commercial traffic from western Pinal to Interstate 10, and will provide alternate access to the Phoenix metropolitan area.

The City of Maricopa recently commenced construction on the first phase of the Parkway (formerly known as the 'East-West Corridor'), and is expecting to complete this phase by July 2023. The first phase is a 2.5 mile stretch from the Ak-Chin Indian Community's Harrah's Ak-Chin Casino, located on John Wayne Parkway, to Porter Road, and includes a new bridge structure along Porter Road. This first phase, with a budget of approximately \$30 million, was fully funded by the City of Maricopa.

The second phase of the Parkway, for which this request is centered, will be one of the most difficult and costly stretches of the Parkway, as it will require multiple bridge structures, including a crossing of the main line of the Union Pacific Railroad, and a tie-in to the existing Maricopa-Casa Grande Highway. The City of Maricopa has recently solicited for a design consultant on the project and has selected a consulting firm to perform the work. An initial estimate for design and construction of this segment was given at \$45 million. The City may seek additional funds in the future from federal, state, and regional partners.

This project and request are made in conjunction with the City of Casa Grande, Pinal County, and our respective Metropolitan Planning Organizations (MPO) and Council of Governments (COG), including MAG, CAG, and the Sun Corridor MPO.

Vicinity Map & Site Photo



Photo provided by City of Maricopa



Project Lead

City of Maricopa, Arizona



Project Schedule

Design in 2023-2024

Construction in 2024-2026



Project Cost

Total Project Cost: \$45,000,000+ (est.)

State Funding Request: \$3,208,370

Local Contribution: \$42,000,000+ (92.9%)

*estimates provided by City of Maricopa



Contact Info

Benjamin Bitter

Deputy City Manager, City of Maricopa

(520) 316-6834

benjamin.bitter@maricopa-az.gov



Location



City of Maricopa

Pinal County

AZ Legislative District 16



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 24 (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 that 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 interim SR 24 between SR 202 and Ironwood Drive is now open to traffic. ADOT has established an intergovernmental agreement with Pinal County to obtain 15 million for right-of-way for future improvements to SR 24. Pinal County will be the lead agency on the Design Concept Report for the segment from Ironwood Drive to the Central Arizona Project.

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 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: \$65,200,000

State Funding Request: \$27,474,844

Local Contribution: \$37,725,156 (57.9%)

*estimates provided by Pinal County



Contact Info

Tara Harman

Senior Transportation Planner, Pinal County
520-866-6928

tara.harman@pinal.gov



Location

Pinal County

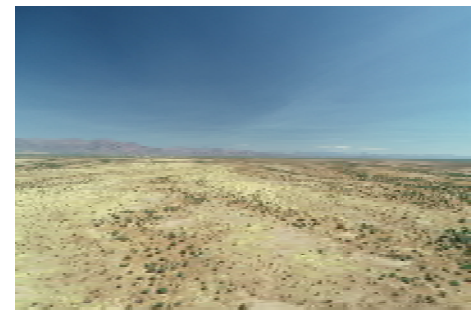
AZ Legislative District 15



Vicinity Map & Site Photos



Looking East



Photos provided by
Pinal County

State Route 24 & Ironwood Drive



Looking
West

Ironwood Rd: Era Mae Blvd to 1250 ft South of Ocotillo Rd



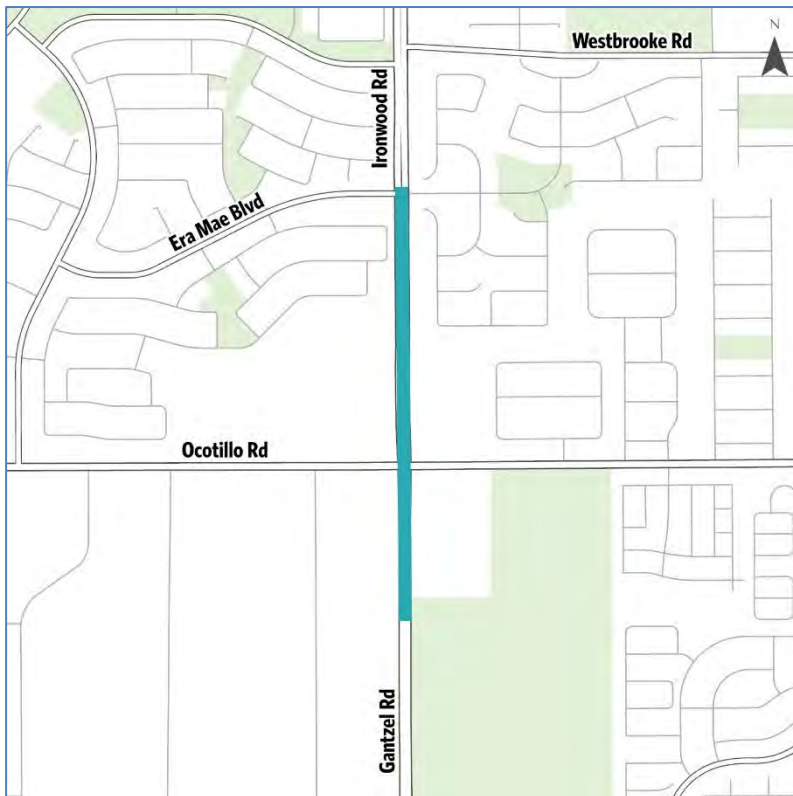
Project Overview

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 addition of the lane will increase roadway capacity, enhance safety improvements, and provide needed regional connectivity, as Ironwood Road is a major north-south arterial feeding into the new SR 24.

In addition, the project will also improve the intersection of Ironwood and Ocotillo Roads to increase capacity and enhance intersection safety.

Vicinity Map & Site Photo



Project Lead

Town of Queen Creek, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$4,000,000

State Funding Request: \$1,916,691

Local Contribution: \$2,083,309 (52.1%)

*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



Photo provided by Town of Queen Creek



General Fund Request:
\$10,126,652

Industrial Blvd. Improvements



Project Overview

Industrial Boulevard is a major collector road for Lake Havasu City, a significant roadway that connects State Route 95 to the Lake Havasu State Park. The park is situated along the Colorado River and is by far the most visited Arizona state park, averaging about 500,000 visitors each year. The park offers camping, hiking, and boating year round, and site for many special events. The entire route is lined with businesses and residential housing. This portion of Industrial (Lake Havasu Ave. to London Bridge Rd., 0.25 miles) is in great need of repair.

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

This project is already fully designed and shovel-ready, and requests \$1,690,593 to pair with a 20% local match fund of \$422,648 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 August 9, 2022.

The State Funding request of \$1,690,593 equates to six (6) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

Recommendation:

The recommended pavement rehabilitation is a 2 1/2" mill and 3" overlay (2 1/2" at the curb line) with fog seal. ADA ramps will be replaced as needed to bring the road up to current standards.

Vicinity Map & Site Photo



Industrial Blvd. (Lake Havasu Ave. to London Bridge Rd.)



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$2,113,241

State Funding Request: \$1,690,593

Local Contribution: \$422,648 (20%)



Contact Info

Greg Froslic

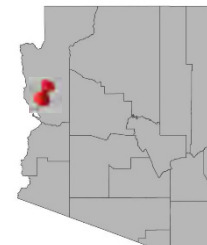
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



Location



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



Lake Havasu Ave. Improvements



Project Overview

Lake Havasu Avenue is a major collector road for Lake Havasu City, a significant roadway that parallels State Route 95, serves as the primary alternative local route to State Route 95, and connects to the McCulloch Downtown Corridor. Lake Havasu Ave. diverts as much as 25% of traffic off of State Route 95. The entire route is lined with businesses and residential housing and averages 15,000 to 18,000 vehicles per day. This portion of Lake Havasu Ave. (Section #1 Acoma Blvd to Industrial Ave. and Section #2. S Palo Verde Blvd to Mesquite Blvd., 0.75 miles) is in great need of repair.

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

This project is already fully designed and shovel-ready, and requests \$2,095,644 to pair with a 20% local match fund of \$523,911 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 August 9, 2022.

The State Funding request of \$2,095,644 equates to seven (7) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

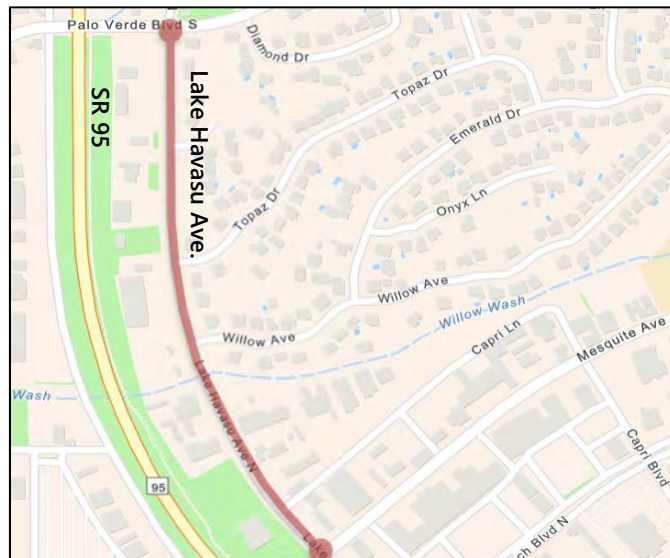
Recommendation:

The recommended pavement rehabilitation is a 2 1/2" mill and 3" overlay (2 1/2" at the curb line) with fog seal. ADA ramps will be replaced as needed to bring the road up to current standards.

Vicinity Map & Site Photo



Lake Havasu Ave
(Acoma Blvd to Industrial Blvd)



Lake Havasu Ave (Palo Verde Blvd to Mesquite Ave)



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$2,619,555

State Funding Request:

\$2,095,644 Local Contribution:

\$523,911 (20%)



Contact Info

Greg Froslic

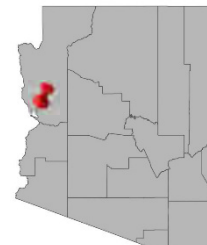
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



Location



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



McCulloch Blvd. Improvements



Project Overview

McCulloch Boulevard is a major arterial for Lake Havasu City, and the main roadway that forms the McCulloch downtown corridor (Mesquite Ave., McCulloch Blvd., and Swanson Ave., handling well over 40,000 vehicles per day). McCulloch Boulevard itself averages between 18,000 and 30,000 vehicles per day and serves the Post Office, two major grocery stores, connects 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). The entire route is lined with businesses, parks, and City facilities. This portion of McCulloch Blvd. (Lake Havasu Ave. to Smoketree Ave., 0.8 miles), and a majority of the roadways in this area, were last reconstructed in the early 1990s.

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

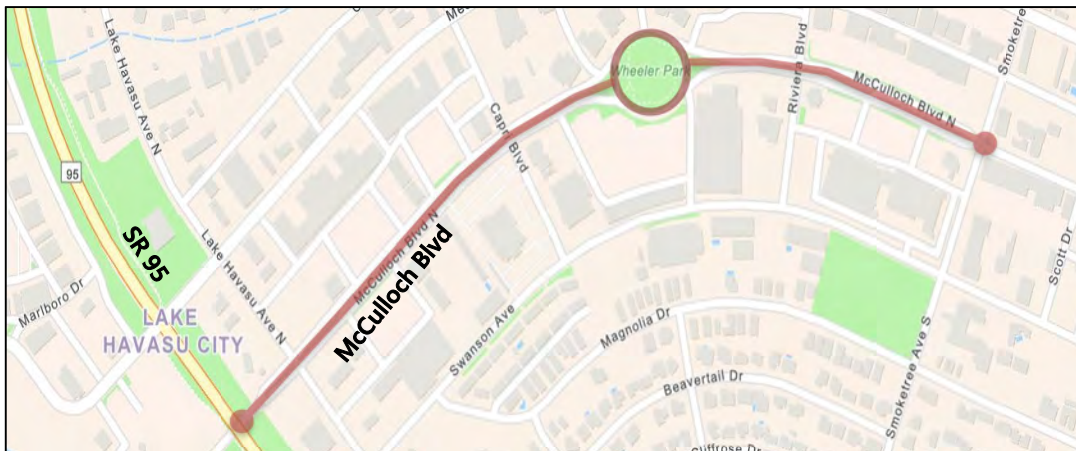
This project is already fully designed and shovel-ready, and requests \$1,992,698 to pair with a 20% local match fund of \$498,175 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on August 9, 2022.

The State Funding request of \$1,992,698 equates to seven (7) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

Recommendation:

The recommended pavement rehabilitation is a 2 1/2" mill and 3" overlay (2 1/2" at the curb line) with fog seal. ADA ramps will be replaced as needed to bring the road up to current standards.

Vicinity Map & Site Photo



McCulloch Blvd. (Lake Havasu Ave. to Smoketree Ave.)



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$2,490,873

State Funding Request: \$1,992,698

Local Contribution: \$498,175 (20%)



Contact Info

Greg Froslic

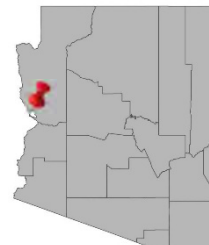
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



Location



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



S Palo Verde Blvd. Improvements



Project Overview

S Palo Verde Boulevard is a major collector road for Lake Havasu City, a significant roadway that connects State Route 95 to London Bridge Road averages between 2,000 and 3,000 vehicles per day (a lot of which is heavy truck and boat trailer traffic). The entire route is lined with businesses, and provides access to several hotels, the Lake, and a gated multi-family residential housing subdivision. This portion of S Palo Verde (Lake Havasu Ave. to London Bridge Rd., 0.75 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 \$693,418 to pair with a 20% local match fund of \$173,355 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 August 9, 2022.

The State Funding request of \$693,418 equates to roughly three (3) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

Recommendation:

The recommended pavement rehabilitation is a 2 1/2" mill and 3" overlay (2 1/2" at the curb line) with fog seal. ADA ramps will be replaced as needed to bring the road up to current standards.



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$866,773

State Funding Request: \$693,418

Local Contribution: \$173,355 (20%)



Contact Info

Greg Froslic

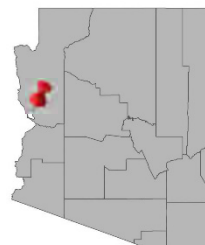
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



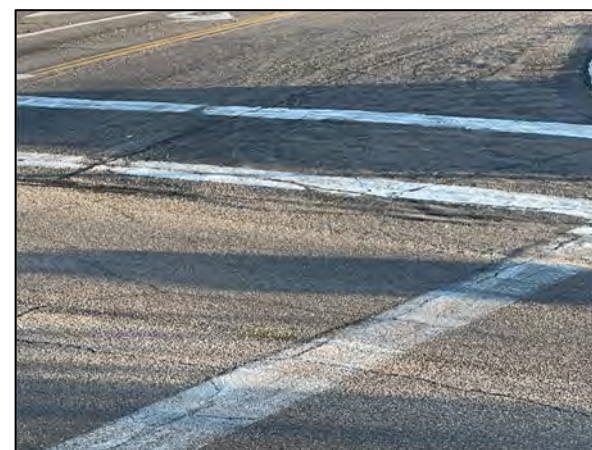
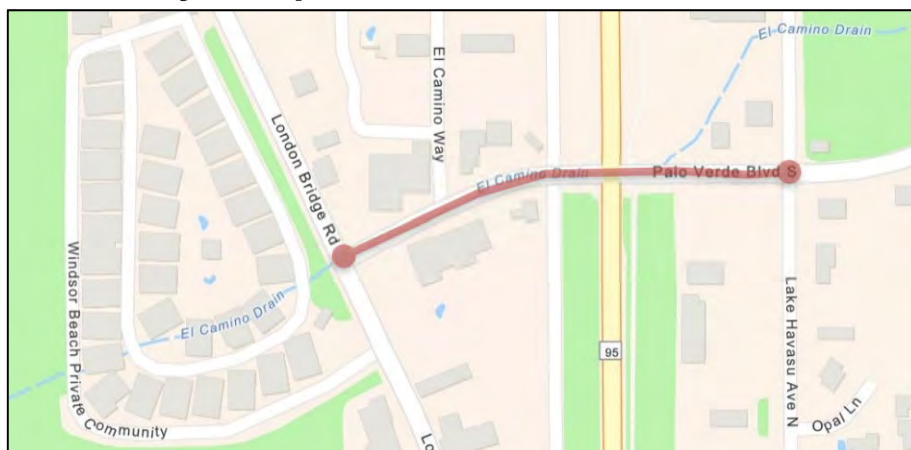
Location



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



Vicinity Map & Site Photo



S Palo Verde Blvd (Lake Havasu Ave. to London Bridge Rd.)

Mesquite Ave. Improvements



Project Overview

Mesquite Avenue is a major arterial for Lake Havasu City, a significant roadway that forms the McCulloch downtown corridor (Mesquite Ave., McCulloch Blvd., and Swanson Ave., handling well over 40,000 vehicles per day). Mesquite Avenue itself averages between 10,000 and 11,000 vehicles per day and serves as a connector between the major north-south routes in the community (Acoma Blvd., Lake Havasu Ave., and SR 95). The entire route is lined with businesses, medical facilities, a public park, and ties into SR95. This portion of Mesquite (Lake Havasu Ave. to Acoma Blvd., 1.4 miles), and a majority of the roadways in this area, were last reconstructed in the early 1990s.

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

This project is already fully designed and shovel-ready, and requests \$1,768,477 to pair with a 20% local match fund of \$442,119 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 August 9, 2022.

The State Funding request of \$1,768,477 equates to six (6) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

Recommendation:

The recommended pavement rehabilitation is a 2 1/2" mill and 3" overlay (2 1/2" at the curb line) with fog seal. ADA ramps will be replaced as needed to bring the road up to current standards.



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$2,210,596

State Funding Request: \$1,768,477

Local Contribution: \$442,119 (20%)



Contact Info

Greg Froslic

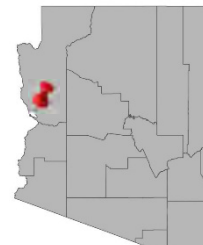
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



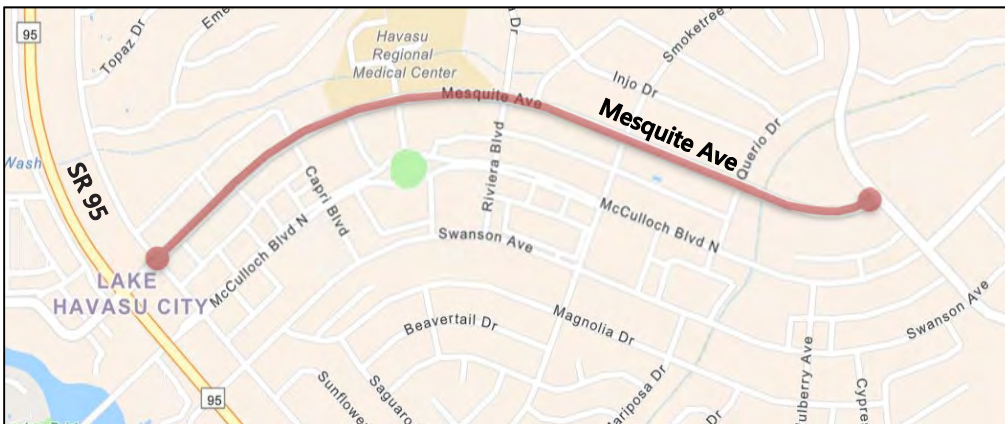
Location



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



Vicinity Map & Site Photo



Mesquite Ave. (Lake Havasu Ave. to Acoma Blvd.)

Swanson Ave. Improvements



Project Overview

Swanson Avenue is a major arterial for Lake Havasu City, a significant roadway that forms 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). The entire route is lined with businesses and multi-family residential housing. This portion of Swanson (State Route 95 to Smoketree Ave., 0.75 miles), and a majority of the roadways in this area, were last reconstructed in the early 1990s.

An emergency chip seal was applied on this section of roadway approximately 6 years ago to keep the roadway from falling apart while the city tried to program the required rehabilitation. The roadway has severe underlying cracking, rutting, and raveling.

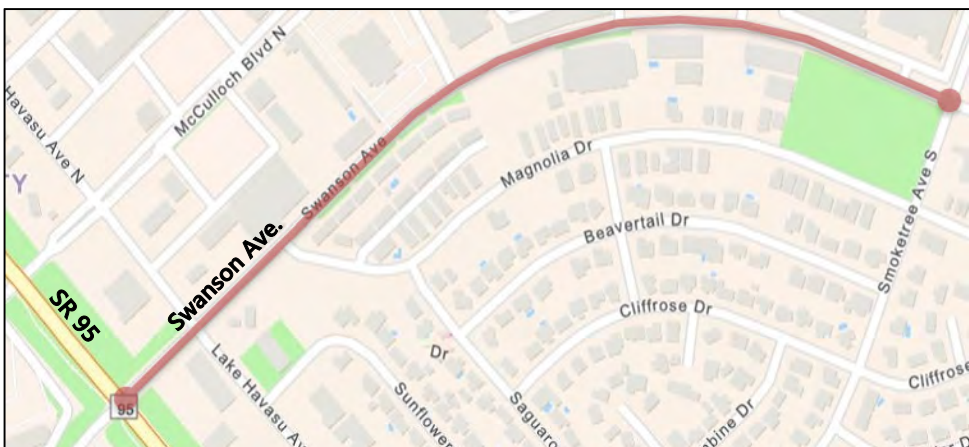
This project is already fully designed and shovel-ready, and requests \$1,585,822 to pair with a 20% local match fund of \$396,456 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on August 9, 2022.

The State Funding request of \$1,585,822 equates to six (6) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

Recommendation:

The recommended pavement rehabilitation is a 2 1/2" mill and 3" overlay (2 1/2" at the curb line) with fog seal. ADA ramps will be replaced as needed to bring the road up to current standards.

Vicinity Map & Site Photo



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



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$1,982,278

State Funding Request: \$1,585,822

Local Contribution: \$396,456 (20%)



Contact Info

Greg Froslic

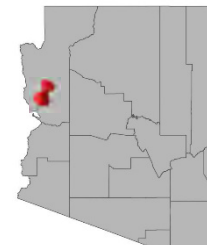
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



Location



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



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 2022 – 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 August 9, 2022. 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 2023



Project Cost

Total Project Cost: \$300,000

State Funding Request: \$300,000

Local Contribution: \$ 0



Contact Info

Steven Latoski

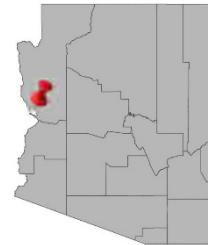
Mohave County Engineer

928-757-0910

latoss@mohave.gov



Location



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





CYMPO

Central Yavapai Metropolitan
Planning Organization

General Fund Request:

\$23,102,929

Glassford Hill Road Widening



Project Overview

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

Glassford Hill Road is a major arterial north-south route through Prescott Valley. The corridor is 3.7 miles long from State Route 89A to State Route 69. The current Average Daily Traffic Count (ADT) is 24,219 vehicles per day. CYMPO's Regional Transportation Plan 2045 projections give portions of this roadway a Level of Service D-F.

This segment of Glassford Hill Road provides access to more than 3,000 homes and is the main connection to Bradshaw Mountain High School, Glassford Hill Middle School, Yavapai College Prescott Valley Center, and the Town's Municipal Campus.

This project would include widening of Glassford Hill Road from 4 to 6 lanes between SR 89A and Long Look Drive (approx. 2.2 mi). Improvements would also include curb, gutter, drainage infrastructure and sidewalk for improved pedestrian mobility.

This project is estimated to cost \$8.26M with a local match of \$826,000. The estimated funding needed to construct this project is \$7.45M.



Project Lead

Town of Prescott Valley, Arizona



Project Schedule

Design & Construction FY2024



Project Cost

Project Cost Estimate: \$8,260,000
Local Match: \$826,000 (10%)
State Funding Request: \$7,434,000



Contact Info

Lindsay Post
Transportation Planner, CYMPO
928-442-5732
Lindsay.Post@yavapaiaz.gov



Location



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



CYMPO
Central Yavapai Metropolitan
Planning Organization

Vicinity Map



State Route 89 Widening Plus Roundabout



Project Overview

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

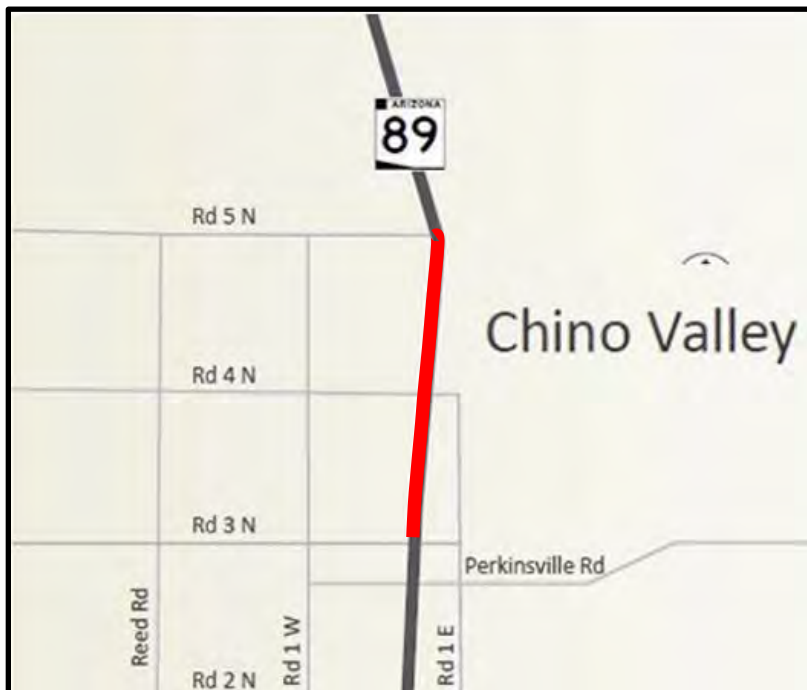
State Route 89 is designated as a Regional Significant Route and is the main arterial through Chino Valley. It provides a direct connection to US Interstate 40. This segment of SR 89 is currently a 2-lane road. The current Average Daily Traffic count (ADT) is 14,568 vehicles per day.

This project includes widening of SR 89 from 2 to 4 lanes between Road 3 North and Road 5 North (approx. 2 mile) with a 2 lane roundabout at the Intersection of Road 5 North. Improvements will also include curb, gutter, drainage infrastructure and sidewalk for improved pedestrian and bicycle mobility.

This segment of SR 89 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 in the country.

This project is estimated to cost \$20.45M with a local match of \$2.045M. The estimated funding needed to construct this project is \$18.4M. The State Funding request for this project is \$15.67M. An additional \$2.73M for this project will be secured through other sources.

Vicinity Map



Project Lead

Town of Chino Valley, Arizona



Project Schedule

Construction FY25



Project Cost

Project Cost Estimate: \$20,450,000

Local Contribution: \$2,045,000 (10%)

State Funding Request: \$15,666,000



Contact Info

Frank Marbury

Public Works Director/Town Engineer

Chino Valley

928.636.7140

fmarbury@chinoaz.net



Location



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



CYMPO
Central Yavapai Metropolitan
Planning Organization



General Fund Request:
\$13,473,154



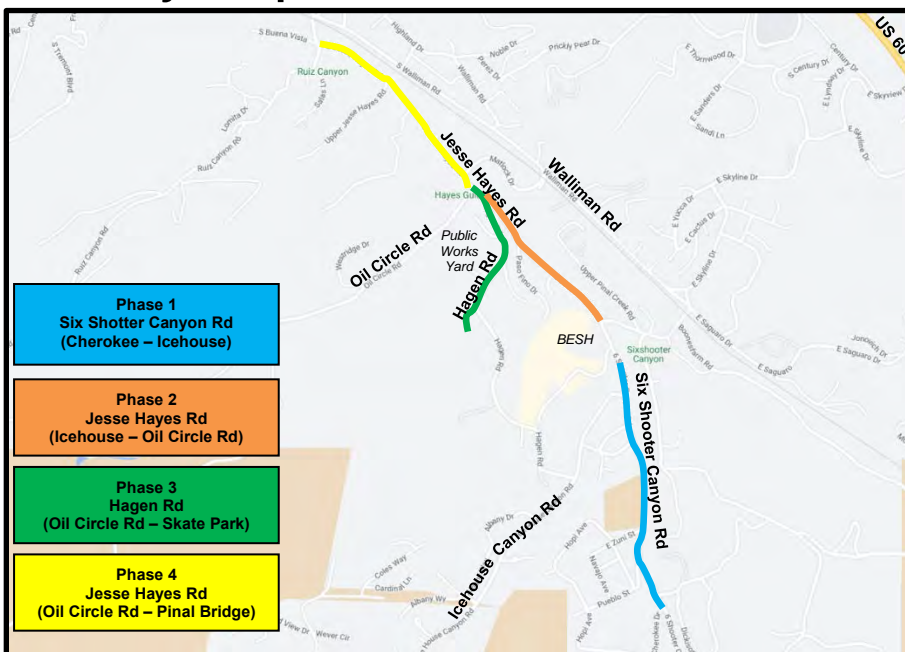
Project Overview

The number one priority for the City of Globe and Gila County is SAFETY! The lack of sidewalks along Jesse Hayes and Six Shooter Canyon Roads is a major concern for pedestrians walking the streets. With a range of approximately 2,000 to 4,500 Average Daily Traffic (ADT) trips, accidents involving pedestrians have taken place within the project area, making this project one of the highest priorities with the CAG Region. Sidewalks are known to provide a 65-89% reduction in crashes involving pedestrians walking along roadways.

The City of Globe and Gila County "Sidewalk Construction & Improvements" project would provide pedestrian links to several key destinations, including the City's Historic Downtown area, Community Center, Besh Ba Gowah (the main economic generator for the area) and the Gila Pueblo Community College. Elements of the project include mobilization, clearing and grubbing, pavement saw cutting, minor excavation, grading, curb and gutter installation, minor drainage work, sidewalk/ADA/ramps/concrete driveway constructions, installation of some handrails, crosswalk striping, and clean up.

The State Funding request of \$3,501,131 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 August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

City of Globe/Gila County, AZ



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$3,659,131

State Funding Request: \$3,501,131

Match Contribution: \$158,000 (4.3%)



Contact Info

Paul Jepson

City Manager

928-425-8346

ptjepson@globeaz.gov



Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region





Project Overview

Due to their small stature, the Towns typically do not qualify for many of the known funding resources that are available. Such a request through the RTAC provides the opportunity for Towns such as Winkelman and Hayden to be able to fund much needed transportation projects. The Towns applied for and was awarded a "Planning Assistance for Rural Areas" (PARA) study, that cost \$20,000, in 2015 that provided a high-level cost estimate \$2,000,000.

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.

The Towns identified the need for street improvements due to the condition of the existing facility and rising safety concerns. The existing pavements is in visibly poor condition and cracking and deterioration of roadway edges throughout the road segment. Additional issues include varying roadway widths, lack of pavement markings, lack of pedestrian pathway in much of the project limits, lack of roadway/pedestrian lighting, and minimal signage.

That State Funding request of \$1,560,939 equates to approximately three (3) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. The amount would complete the prominent portions of the project as was estimated in the PARA study. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Winkelman/Town of Hayden, AZ



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$1,580,940

State Funding Request: \$1,560,940

Match Contribution: \$20,000 (1.3%)



Contact Info

Sylvia Kerlock

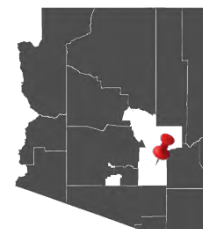
Town Clerk

520-356-7854

skerlock@townofwinkelman.com



Location



Town of Winkelman
Gila County
AZ Legislative District 7
CAG Region



Panther Drive – (New Bridge)



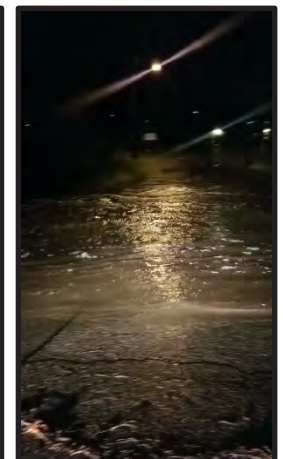
Project Overview

Due to seasonal flooding at the intersection of Panther Drive and the Queen Creek, the Town of Superior has determined that bridge construction at this location is a high priority to protect the health and safety of the nearby citizens. Panther Drive is a major collector roadway that has nearly 2,200 trips a day and is vital to providing economic and safety opportunities to the Town of Superior due to the direct access from US 60 to the north. During the monsoon seasons and heavy winter rainfalls, the Queen Creek floods over Panther Drive causing the road to close for several days. When this occurs, access to the Superior High School, Fire Department, and other public facilities are hindered, causing delays and effecting public safety. More specifically, a detour on the average of seven minutes is added to emergency response times for fire trucks, ambulances, and police calls. Seven minutes can mean the difference between life or death as every second counts.

The Town believes it is necessary to design and construct a low water crossing bridge to provide an all-weather access facility. The design requires raising Panther Drive and channelizing Queen Creek. The concrete bridge shall consist of two 12-foot travel lanes in each direction plus a minimum of five-foot-wide shoulders and handrails on both sides. Shoulders will provide flow protection while providing pedestrian and bicycle access to the crossing as well. Installation of pedestrian lighting at the crossing on each end of the bridge and landscaping of the disturbed area of Queen Creek due to the construction would also part of the overall project.

The State Funding request of \$2,486,653 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 August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Superior, AZ



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$2,722,452

State Funding Request: \$2,486,653

Match Contribution: \$235,799 (8.7%)



Contact Info

Lana Clark

Engineering Tech, Superior

520-827-9496

sclark@superioraz.gov



Location



Town of Superior
Pinal County
AZ Legislative District 7
CAG Region



Longhorn & McLane – (Roundabout)



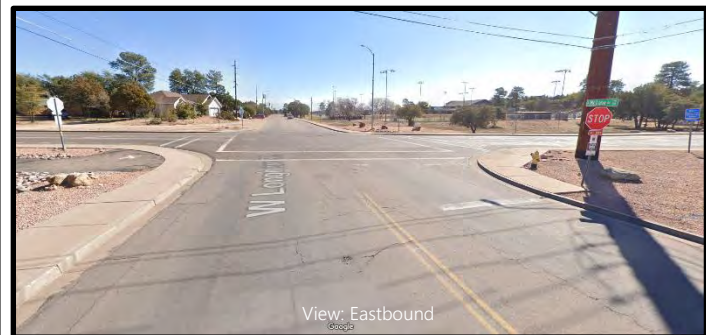
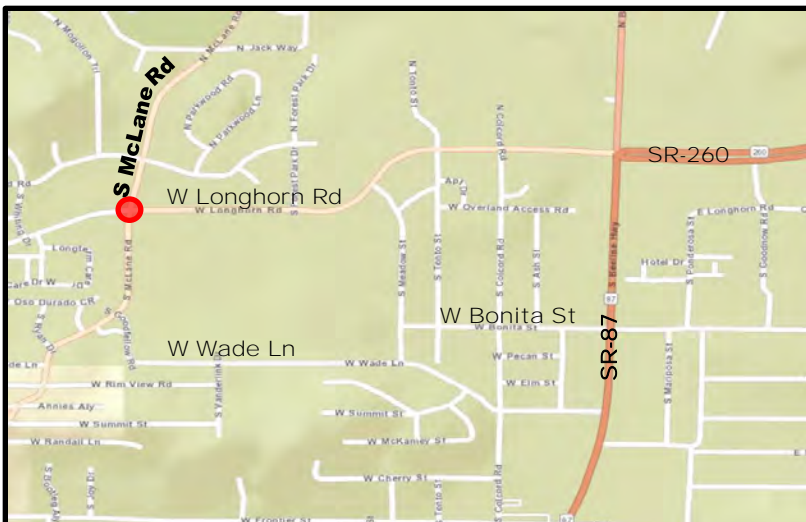
Project Overview

With exception of the intersecting State Routes of 87 and 260, the Longhorn Road and McLane Road intersections is the busiest within the Town of Payson. The Average Daily Traffic (ADT) count is approximately 4,900 trips running through the intersection and continues to grow annually.

The intersection is also at the northwest corner of the Payson High School campus. On school days and other events nearby, a waiting que occurs, creating traffic issues and delays during key hours. The Town has directed staff nearly over a decade ago to seek funding to construct a roundabout to smooth operations, reduce wait times, save fuel, reduce noise, reduce exhaust fumes, increase capacity, and improve safety for this location, thereby decreasing congestion within the vicinity. The work includes realigning the pavement and current sidewalks, additional sidewalk, fire hydrant relocation, street lighting, and new signs and pavement markings.

The State Funding request of \$1,529,804 equates to approximately three (3) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Payson, AZ



Project Schedule

Construction in 2023/2024



Project Cost

Total Project Cost: \$1,588,209

State Funding Request: \$1,529,804

Match Contribution: \$58,405 (3.7%)



Contact Info

Larry Halberstadt, PE

Town Engineer, Payson

928-472-5044

lhalberstadt@paysonaz.gov



Location



Town of Payson
Gila County
AZ Legislative District 7
CAG Region



Goodnow Road Improvements



Project Overview

As traffic continues to increase on State Route 87 and State Route 260, alternative routes off the state route system for business access becomes more important. Currently it is not possible to travel through Goodnow Road as there is a misalignment in the public right-of-way. Improvements to Goodnow Road would connect the north and south portions of the 0.25-mile segment and allow for greater mobility and circulation of traffic.

It is anticipated that 1,500 vehicles per day will travel through this connection and provide relief to local commuters from the busy intersection of State Route 87 and State Route 260. The connection would also relieve traffic from Bonita Street and Bentley Street to the east. In addition to improving the traffic circulation within the vicinity, the project would also improve the pavement condition that is poor.

The project work description includes design, significant right-of-way acquisition, and minimal drainage and utility work, with an anticipated hard rock dig.

The State Funding request of \$960,293 equates to approximately 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 August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Project Lead

Town of Payson, AZ

Project Schedule

Design in 2023

Construction in 2024

Project Cost

Total Project Cost: \$1,002,000

State Funding Request: \$960,293

Match Contribution: \$41,707 (4.2%)

Contact Info

Larry Halberstadt, PE

Town Engineer, Payson

928-472-5044

lhalberstadt@paysonaz.gov

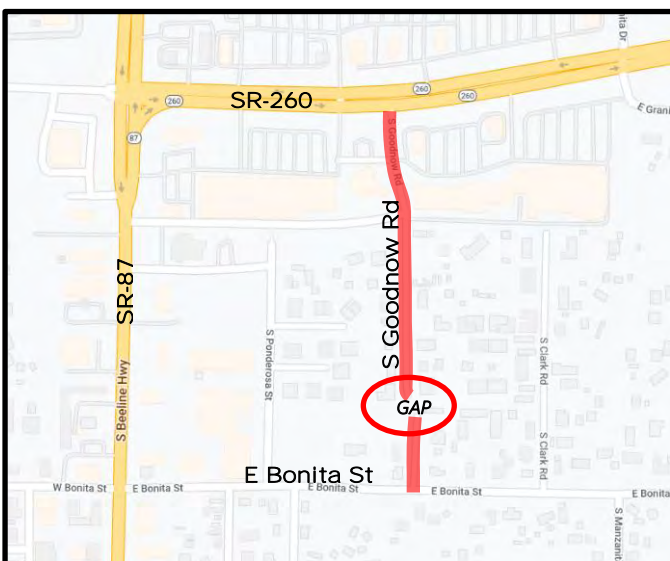
Location



Town of Payson
Gila County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



BIA-170 Sidewalk Improvements



Project Overview

The reconstruction of BIA 170 into the San Carlos Apache Tribe reservation involved the construction of a new retaining wall with fencing and guardrail. Near the end of the retaining wall, the walkway was pinched off by the guardrail making it difficult for pedestrians to continue along the current path. In addition, there is no sidewalk facility for pedestrians to continue into the San Carlos Business district from the residential areas to the south, forcing pedestrians to walk close to the edge of the road or within the roadway itself.

The proposed project would extend the sidewalk on the eastside of BIA 170 to the bridge. There is also a pedestrian walkway on the westside of the San Carlos Bridge, in which this project would construct a sidewalk on the westside of the road to connect to the bridge. Since BIA 170 is a major collector road segment that encounters approximately 3775 Average Annual Daily Traffic (AADT), the sidewalk improvements would facilitate safer conditions for a highly pedestrian traffic populated area. The project will consist of construction of a new detached concrete sidewalk, embankment construction, removal and replacement of guardrail and reinstall existing end-sections

The State Funding request of \$530,459 equates to approximately one (1) 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. The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

San Carlos Apache Tribe, Gila County, AZ



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$552,944

State Funding Request: \$530,459

Match Contribution: \$22,485 (4.1%)



Contact Info

Barney Bigman

Deputy Director, SCAT

928-475-3222

barney.bigman@scat-nsn.gov



Location



San Carlos Apache Tribe
Gila County
AZ Legislative District 6
CAG Region



Forest Drive Multi-Use Path/Sidewalk



Project Overview

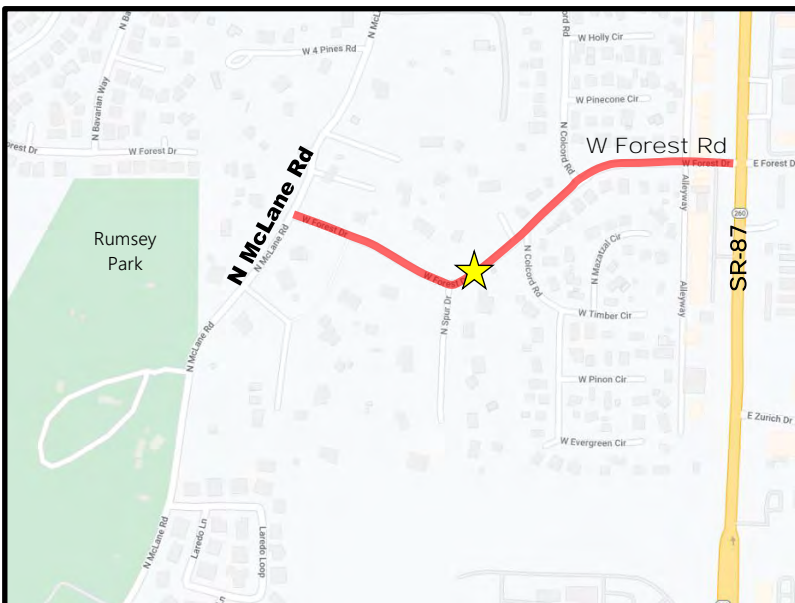
Forest Drive is an urban minor collector providing a connection between McLane Road, a minor arterial, and Beeline Highway (SR-87), a major arterial. The nearest parallel connections between McLane Road and Beeline Highway to the north and south are Airport Road and Longhorn Road, respectively. Each of the parallel connecting routes lie approximately ½ mile away. Currently, Forest Drive is lacking sidewalks for the entire project length and bicycle lanes between Colcord Road and Beeline Highway.

In urban areas, arterial streets are typically spaced on half mile intervals with collector streets spaced on quarter mile intervals. Due to the lack of a sufficient number of collector streets between McLane Road and Beeline Highway, Forest Drive experiences a higher volume of traffic than would be experienced if the transportation network in Payson were more mature.

This project will construct a shared use path along the segment of Forest Drive that is currently lacking both sidewalks and bicycle lanes. Roadway drainage will be converted from open channels to curb and gutter with storm drains and catch basins to provide adequate space to construct the multi-use path.

The State Funding request of \$719,187 equates to approximately one and one half (1 1/2) 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 August 24, 2022 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 2023

Construction in 2024

Project Cost

Total Project Cost: \$750,106

State Funding Request: \$719,187

Match Contribution: \$30,919 (4.1%)

Contact Info

Larry Halberstadt, PE

Town Engineer, Payson

928-472-5044

lhalberstadt@paysonaz.gov

Location



Town of Payson
Gila County
AZ Legislative District 7
CAG Region





Project Overview

The citizens of San Carlos are experiencing a high number of vehicle accidents involving pedestrians along the White Mountain Road (BIA 10) and the Airport 79 Road. The majority of incidences occur at night when visibility is extremely low, causing unsafe conditions that increase the risk of vehicles colliding with pedestrians. The darkness and close proximity of the narrow sidewalk to the road is a major safety concern that has brought the San Carlos Apache Tribe improve the visibility conditions. The countermeasures the project would be implementing are continuous street lighting along the corridor, pavement striping and reflective raised pavement markers.

The State Funding request of \$403,236 equates to almost one (1) 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. The project has been awarded Highway Safety Improvement Program (HSIP) funds from the Federal Highway Administration (FHWA) through the ADOT competitive grant process (match contribution) and is expected to begin construction in the near future. However, the increase of costs due to the current inflationary times, has created challenges within the design phase. The requested funds would supplement the federal funds and allowing the project to be completed as intended. The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Project Lead

San Carlos Apache Tribe

Project Schedule

Design in 2023

Construction in 2024

Project Cost

Total Project Cost: \$1,381,847

State Funding Request: \$403,236

Match Contribution: \$978,611 (70.8%)

Contact Info

Barney Bigman

Deputy Director, SCAT

928-475-3222

barney.bigman@scat-nsn-gov

Location



San Carlos Apache Tribe
Gila County
AZ Legislative District 6
CAG Region



Vicinity Map & Site Photo





Project Overview

The 1.75-mile portion of Control Road from State Route 260 to approximately 0.35 miles east of Roberts Mesa Road has been identified through the Gila County network crash data screening process as a safety improvement project in need. With several fatal crashes occurring over recent years, this project will support the State's 2014 Strategic Highway Safety Plan (SHSP) emphasis area of "Lane Departure and Distracted Driving."

The project consists of double chip sealing unpaved portions of Control Road, installing centerline and edgeline shoulder rumble strips for the entire 1.75 miles, and pavement markings. Four fluorescent curve warning signs will also be added to the corridor. The new paved section will be 24-foot-wide with 11-foot-wide lanes and 1-foot-wide shoulders. These improvements will help address the fatal road departure crashes within this corridor.

The State Surplus request of \$262,161 equates to approximately one half (1/2) 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. The project has been awarded Highway Safety Improvement Program (HSIP) funds from the Federal Highway Administration (FHWA) through the ADOT competitive grant process (majority of the match contribution). The project is scheduled to start Design based on ADOT's schedule of utilizing HSIP funding process. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.



Project Lead

Gila County, AZ



Project Schedule

Design in 2023

Construction in 2024



Project Cost

Total Project Cost: \$893,454

State Surplus Request: \$262,161

Match Contribution: \$631,293 (70.7%)



Contact Info

Thomas Goodman

County Engineer, Gila County

928-402-8507

tgoodman@gilacountyaz.gov



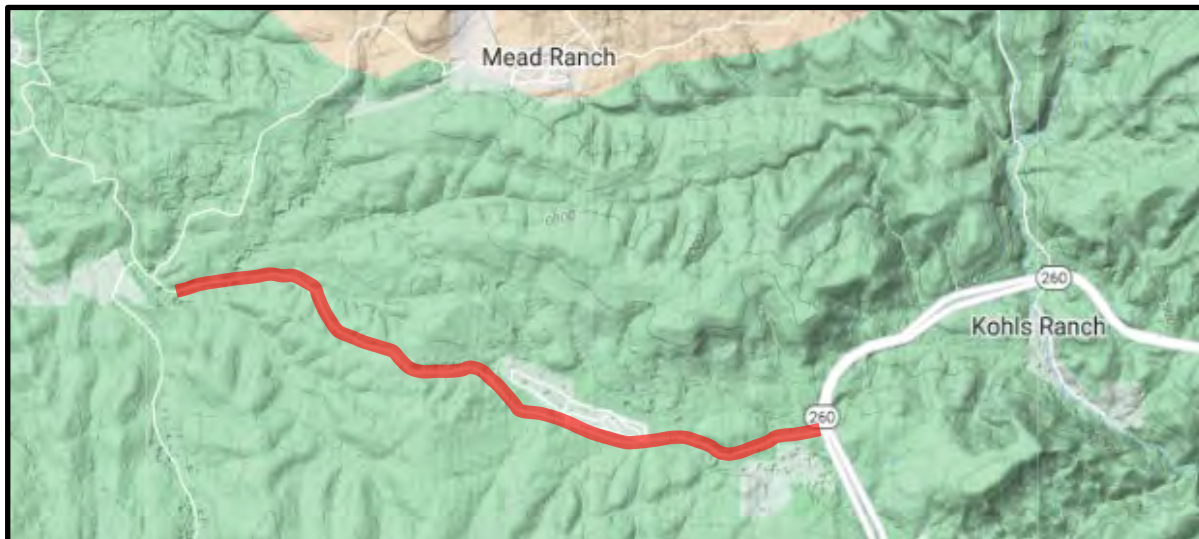
Location



Gila County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Jesse Hayes/Pinal Creek Bridge Replacement



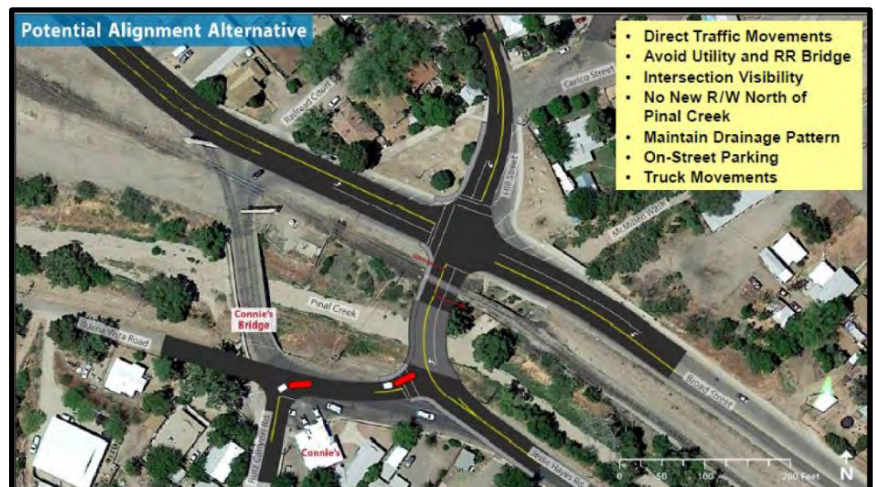
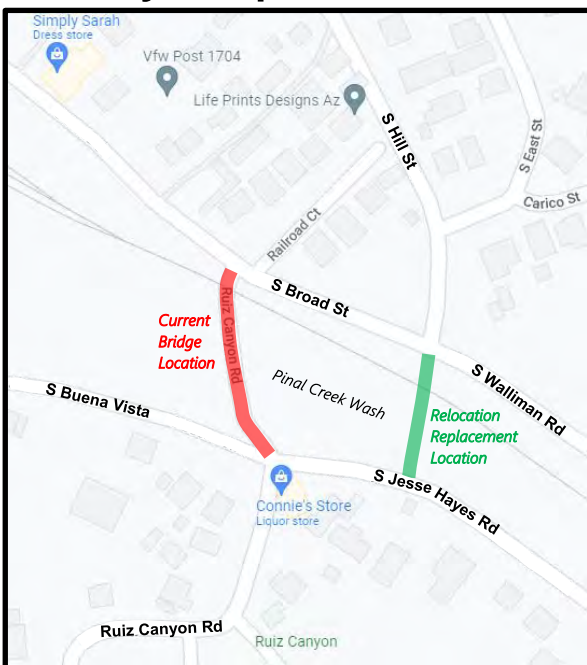
Project Overview

The Jesse Hayes/Pinal Creek Bridge was listed in a City of Globe conducted bridge evaluation study in 2017 as the number one priority for replacement as it was deemed structurally deficient, functionally obsolete and rated as "Scour Critical."

This is the only bridged access to a large portion of the City that includes residences, several businesses, community center, fire station, and the City's maintenance facilities. The bridge as a current Average Daily Traffic (ADT) of approximately 5,500 vehicles. Should the bridge be out of service, traffic impacts would be dire as there are no alternative access to this section of the City. Traffic would be cut off from the City and other collector roads, causing people to be stranded without vital services. The intersection leading to the bridge is extremely confusing to motorists as people heading into/out the canyon area do not stop, causing accidents and near misses. The proximity to the railroad crossing, which is at a large skew to the road, presents additional safety and operational challenges that need to be addressed. For this reason, replacement of the bridge also implies the relocation of the bridge to construct safer conditions which this project is being designed to do.

The State Funding request of \$643,170 equates to over one (1) 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. The project is fully designed and shovel ready, but costs have escalated since the design completion and requires additional funding. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

City of Globe/Gila County, AZ



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$1,812,570

State Funding Request: \$643,170

Match Contribution: \$1,169,400 (35.5%)



Contact Info

Paul Jepson

City Manager, Globe

928-425-8346

ptjepson@globeaz.gov



Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region





Project Overview

The most recent ADOT bridge inspection report on the Pinal Creek Bridge (originally built in 1920) on Cottonwood Street confirmed the recommendation from the City of Globe’s deficient bridge study, that a full replacement of the structure is needed. The number of deficiencies of the structure listed within the inspection report directed a full replacement and is considered the most cost-effective solution due to the Sufficiency Rating (SR) being 19.65 which is considered “Structurally Deficient.” The bridge replacement will save the City approximately \$6,000 per year in equipment use, labor, and materials in repairs, however, the bridge appears to be deteriorating at an accelerated rate. In addition to the bridge replacement, minor approach roadwork and sidewalk is needed to complete the project.

The bridge carries traffic and pedestrians over Pinal Creek to the Kinney Park area. The bridge has a current Average Daily Traffic (ADT) of approximately 800 vehicles per day. Should the bridge every be out of service, the detour length is at least 1.0 mile. The bridge provides a vital alternative access across Pinal Creek to the downtown area that could be used in an emergency situation if urgent evaluation is required. The route provides emergency access to police, fire, and railroad facilities. The route also provides a secondary access from the downtown area to US Highway 60, as well as access to businesses and residential units.

The State Funding request of \$632,500 equates to over one (1) 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. The match contribution consists of leveraging \$1,000,000 of Federal dollars and another \$150,000 from the City of Globe. The project is fully designed and shovel ready, but costs have escalated since the design completion and requires additional funding. This project was vetted through CAG’s Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.



Project Lead

City of Globe, AZ



Project Schedule

Construction in 2023



Project Cost

Total Project Cost: \$1,782,500

State Funding Request: \$632,500

Match Contribution: \$1,150,000 (64.5%)



Contact Info

Paul Jepson

City Manager, Globe

928-425-8346

ptjepson@globeaz.gov



Location



City of Globe

Gila County

AZ Legislative District 7

CAG Region



Vicinity Map & Site Photo





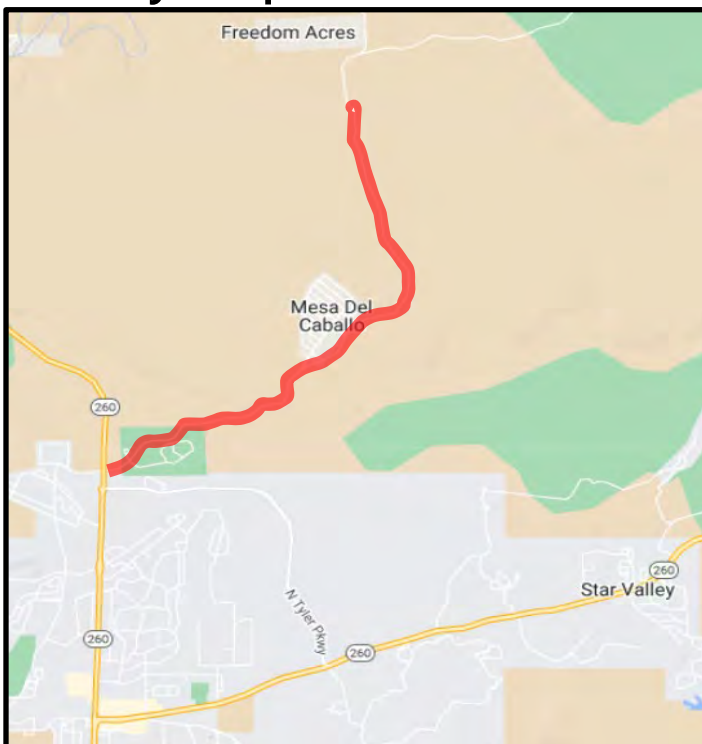
Project Overview

The 4.5-mile portion of Houston Mesa Road from State Route 260 east to 0.4 miles south of NF-198 has been identified through the Gila County network crash data screening process as a safety improvement project in need. With several fatal crashes occurring over recent years, this project will support the State's 2014 Strategic Highway Safety Plan (SHSP) emphasis area of "Lane Departure and Distracted Driving."

The project consists of paving five-foot-wide shoulders and installing centerline and shoulder rumble strips for the entire 4.5 miles, while adding fluorescent curve warning signs

The State Funding request of \$243,620 equates to approximately one half (1/2) 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. The project has been awarded Highway Safety Improvement Program (HSIP) funds from the Federal Highway Administration (FHWA) through the ADOT competitive grant process (majority of the match contribution). The project is scheduled to start Design based on ADOT's schedule of utilizing HSIP funding process. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 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 2023

Construction in 2024



Project Cost

Total Project Cost: \$4,664,487

State Funding Request: \$243,620

Match Contribution: \$4,420,867 (94.8%)



Contact Info

Thomas Goodman

County Engineer, Gila County

928-532-4090

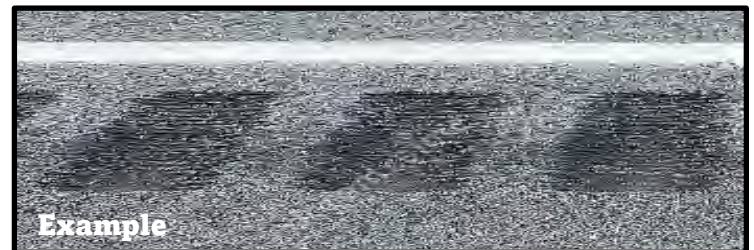
tgoodman@gilacountyaz.gov



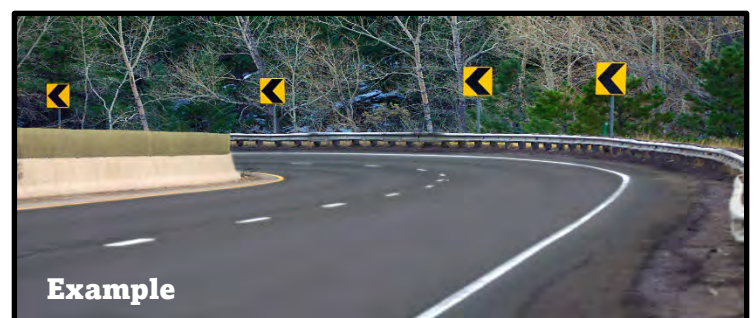
Location



Gila County
AZ Legislative District 7
CAG Region



Example



Example

