



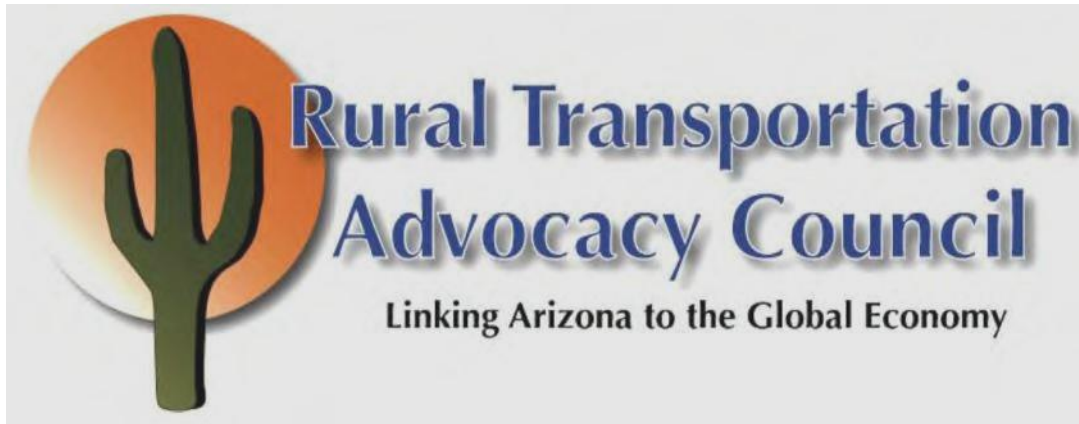
**Rural Transportation
Advocacy Council**

Linking Arizona to the Global Economy

GREATER ARIZONA

Regional Transportation

**FY 26 Project Priority List
for
Legislative Action**



The gap between transportation-dedicated revenues and the needs of infrastructure has built up over decades of under-investment. Just on the state highway system, ADOT’s recent long-range transportation plan projects, between now and 2050, \$174.4 billion in needs and \$62.8 billion in revenues. That is a funding gap of \$111.6 billion! Without a revenue increase, less than half of the highway system’s needs will be funded over the next 25 years. 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 \$480 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.



GREATER AZ COG/MPO	POPULATION	PERCENTAGE	GENERAL FUND REQUEST
BHCMPO	63,569	3.68%	\$17,673,600
CAG	84,659	4.90%	\$23,539,200
CYMPO	172,302	9.98%	\$47,908,800
LHMPO	61,379	3.56%	\$17,068,800
MAG (PINAL)	298,989	17.32%	\$83,136,000
METROPLAN	95,845	5.55%	\$26,649,600
NACOG	291,576	16.89%	\$81,076,800
SVMPO	68,576	3.97%	\$19,070,400
SEAGO	153,403	8.89%	\$42,657,600
SCMPO	119,181	6.90%	\$33,139,200
WACOG	109,077	6.32%	\$30,331,200
YMPO	207,685	12.03%	\$57,748,800
TOTALS	1,726,241	100.00%	\$480,000,001

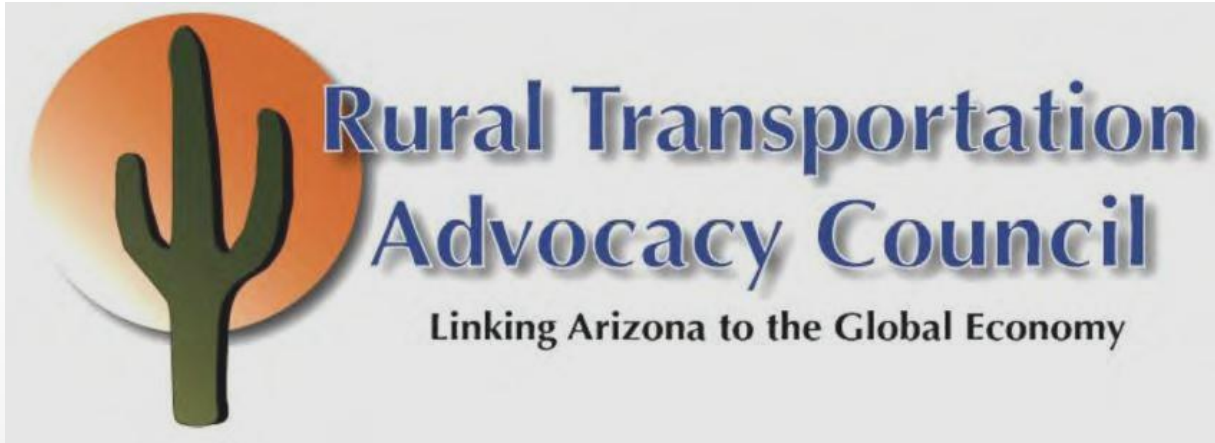


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Projects and amounts are subject to change throughout the Legislative Process



BULLHEAD CITY
METROPOLITAN
PLANNING ORGANIZATION

General Fund Request

\$10,543,676

Baseline Rehab

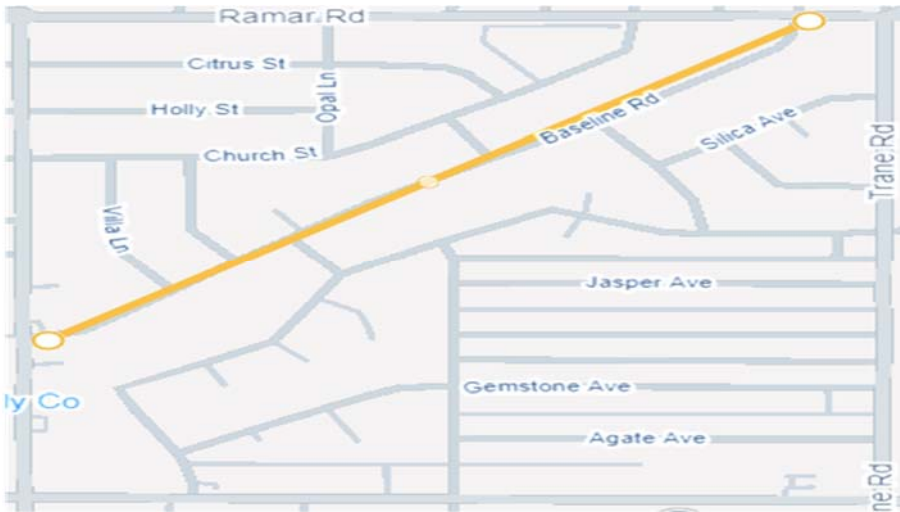


Project Overview

This project was selected as a priority project in the region by the Bullhead City Metropolitan Planning Organization (BHCMPPO). Baseline is a highly used side street traveling into a high-density housing area as well as relieving traffic from Highway 95.

The project will be a total reconstruct to include: mill existing asphalt pavement, sub-base, and pave. New curb, gutter, sidewalk lighting, flood control work, new signage and striping. Total length of the project is approximately 2300 linear feet, width approximately 28 linear feet. Total State Funding request \$1,543,676.

Vicinity Map & Site Photo



Project Lead

Bullhead City, Arizona



Project Schedule

Construction in 2026



Project Cost

State Funding Request: \$1,543,676



Contact Info

Steve D'Amico

BHCMPPO Executive Director

(928)-201-8664

sdamico@bullheadcityaz.gov



Location

Bullhead City

Mohave County

AZ Legislative District 30

BHC MPO



Bullhead City Hwy 95 Right-Hand Turn Lane Project

Project Overview

This project was selected as a priority project in the region by the Bullhead City Metropolitan Planning Organization (BHCMPPO). HWY 95 serves as the major north/south corridor running the entire length of Bullhead City, making it critical for local, regional, and commercial traffic flow. The project will significantly relieve traffic congestion and decrease the frequency of accidents by providing dedicated lanes for vehicles making right turns.

Estimates for the planned work were completed approximately two years ago with an estimate Total State Funding request \$9,000,000. The City of Bullhead City has committed to covering any project cost overages beyond the requested state funding amount. The following intersections along HWY 95 have been specifically identified for improvements, which focus on adding right-hand turn lanes and associated infrastructure upgrades:

<u>Intersection</u>	<u>Direction/Specific Location</u>	<u>Proposed Scope of Work</u>
Rainbow	North and Southbound	Right-hand turn lanes and new lighting
Lee	Northbound	Right-hand turn lane
Meadows	Southbound	Right-hand turn lane, traffic signal installation/modification, retaining wall, and drainage improvements
Highway 95 / SR 68	Right Turn	Right-hand turn lane and relocate signal light
Recardo	Northbound	Right-hand turn lane, light poles, and culvert extensions
Long Ave	Northbound	Right-hand turn lane and reconfigure traffic signals
North Ave	Northbound	Right-hand turn lane, drainage improvements, and move light pole

The investment of state funds in these intersection improvements is projected to yield critical public benefits:

- Congestion Reduction:** Dedicated right-hand turn lanes remove decelerating and waiting right-turning vehicles from the main through lanes of HWY 95. This allows north/south traffic to flow continuously and efficiently, reducing backups.
- Safety Enhancement:** This separation of turning traffic from through traffic is a proven method to reduce rear-end collisions, as well as sideswipes accidents that can occur when the drivers change lanes to pass turning vehicles. The addition of new lighting and updated signals at several locations further enhances safety for drivers and pedestrians.
- Economic Benefits:** Smoother, faster traffic flow improves commercial transport logistics and accessibility for local businesses along the corridor, contributing positively to the local economy.



Project Lead

Bullhead City, Arizona



Project Schedule

Construction FY 2026-2028



Project Cost

State Funding Request: \$9,000,000



Contact Info

Steve D'Amico

BHCMPPO Executive Director

(928)-201-8664

sdamico@bullheadcityaz.gov

Vicinity Map & Site Photo





General Fund Request
\$23,539,200

Town Of Kearny Street Improvements



Project Overview

The proposed project features two segments; Senator Chastain Rd. from AZ 177 to Shake Dr. and would be rehabilitated to City standards. Senator Chastain Rd. receives approximately 1000 ADT, and is a critical secondary access route from the residential areas of the Town to AZ 177 and is the primary access point for the Ray Elementary School. The Town of Kearny road infrastructure is in a state of urgent need for rehabilitation.

Unfortunately, many of the Town's streets are ineligible for TIP fund allocations and this improvement project would represent several years of local HURF funding. A considerable number of the road surfaces are in poor condition in the Town and this RTAC request is one of the few opportunities the Town has available for infrastructure support. The street will be rehabilitated with 3 inches of asphalt in a "mill and fill" application.

The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 as part of the RTAC Project Priority List for the CAG Region.



Project Lead

Town of Kearny, Pinal County, AZ



Project Schedule

Design & Construction in 2027



Project Cost

Total Project Cost: \$1,000,000

State Funding Request: \$1,000,000

Match Contribution: \$0



Contact Info

Tyler Bingham

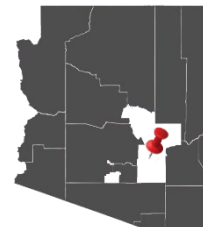
Town Manager

520-363-5547

tbingham@kearnyaz.gov



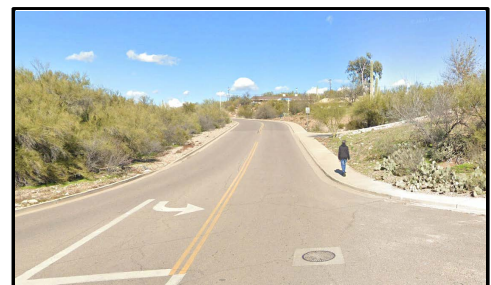
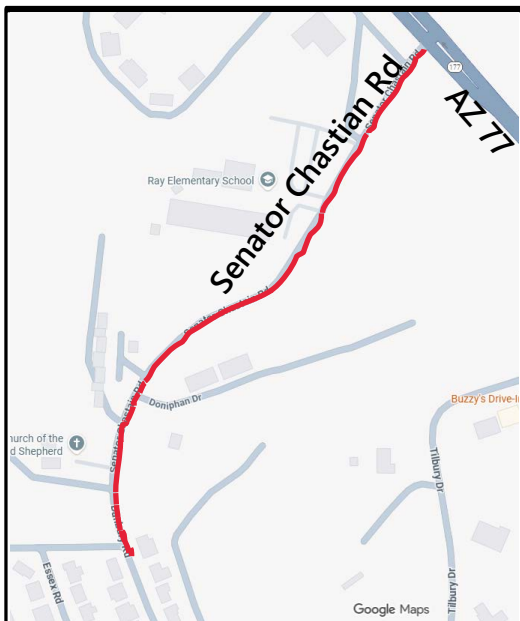
Location



Town of Kearny
Pinal County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Pinal Creek Bridge Replacement



Project Overview

The Pinal Creek Bridge at Haskins Road (Structure #09710) is located in the City limits of Globe, Arizona and is listed on the City's Local Government System Bridge Inventory Record. It is a 4-span, 86-foot-long concrete slab bridge carrying traffic and pedestrians over Pinal Creek. The bridge has current Average Daily Traffic (ADT) of approximately 900 vehicles per day (VPD), one percent truck traffic, with future projected (2034) ADT of 910 VPD and carries two lanes of traffic with a sidewalk on one side. The detour length of this bridge, if out of service, is 1.0 mile. The bridge was originally built in 1916 and is one of the oldest structures in Globe's bridge inventory. A sidewalk on the east side is part of the original bridge construction and is built as an integral reinforced concrete overhang extending beyond the limits of the piers. According to the 2014 ADOT bridge inspection report, the bridge has a sufficiency rating of F48.36 which is considered Functionally Obsolete.

The State Funding request of \$4,000,000 equates to approximately Eight (8) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 as part of the FY27 RTAC Project Priority List for the CAG Region.



Project Lead

City of Globe, AZ



Project Schedule

Design in 2026

Construction in 2027



Project Cost

Total Project Cost: \$4,260,000

State Funding Request: \$4,000,000

Match Contribution: \$260,000 (6.5%)



Contact Info

Paul Jepson

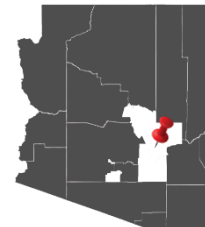
City Manager

928-425-8346

ptjepson@globeaz.gov



Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Existing Haskins Road Bridge



Pavement and Concrete Deterioration



Abutment Wall Spall



Scouring on piles

Yuma Street Bridge Replacement



Project Overview

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

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

The State Funding request of \$3,500,000 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 27, 2025 as part of the FY27 RTAC Project Priority List for the CAG Region.



Project Lead

City of Globe, AZ



Project Schedule

Design in 2027

Construction in 2028



Project Cost

Total Project Cost: \$3,750,000

State Funding Request: \$3,500,000

Match Contribution: \$250,000 (6.8%)



Contact Info

Paul Jepson

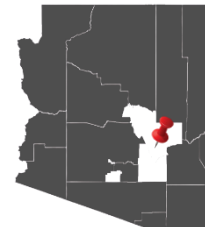
City Manager

928-425-8346

ptjepson@globeaz.gov



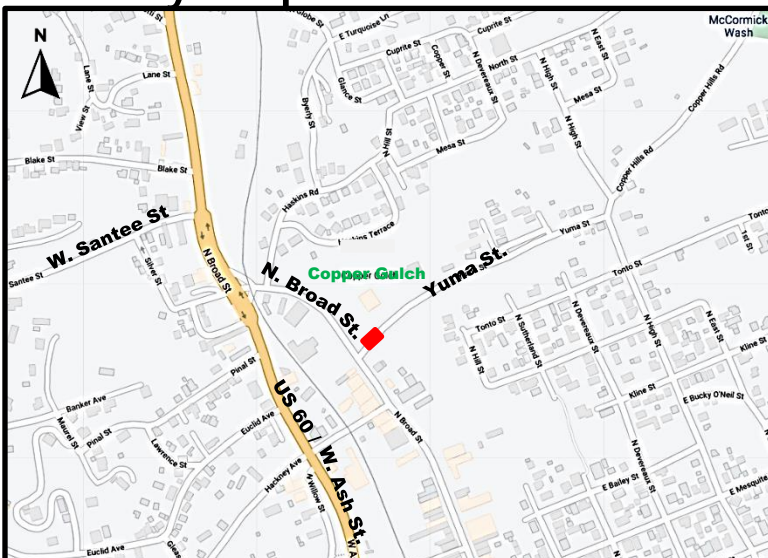
Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photo



Existing Yuma Street Bridge



Large Spall in Soffit – Exposing Rebar



Deck Underside



Erosion at the NW



Project Overview

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

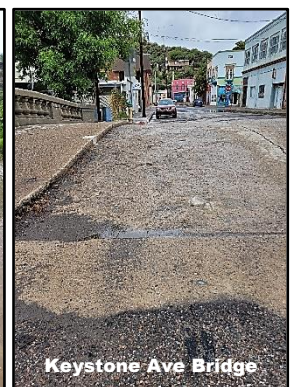
There are six bridges in the Town that connect US 60 to Sullivan Street. Unfortunately, five of these bridges are in dire need of repairs due to safety hazards caused by concrete and metal damage. Recent fires and floods have made it clear that repairing these bridges should be a top priority for the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

The State Funding request of \$2,800,000 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 27, 2025 as part of the FY27 RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



- Cordova Ave Bridge - (Structure # 08586)
- Inspiration Ave Bridge - (Structure # 08587)
- Keystone Ave Bridge - (Structure # 08588)
- Miami Ave Bridge - (Structure # 08589)



Project Lead

Town of Miami, AZ

Project Schedule

Design in 2026

Construction in 2027

Project Cost

Total Project Cost: \$2,846,000

State Funding Request: \$2,800,000

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

Contact Info

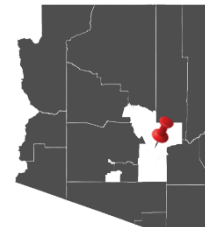
Alexis Rivera

Town Manager

928-473-4403

townmanager@miamiaz.gov

Location



Town of Miami
Gila County
AZ Legislative District 7
CAG Region



Calle Futura/Neal Street Improvements



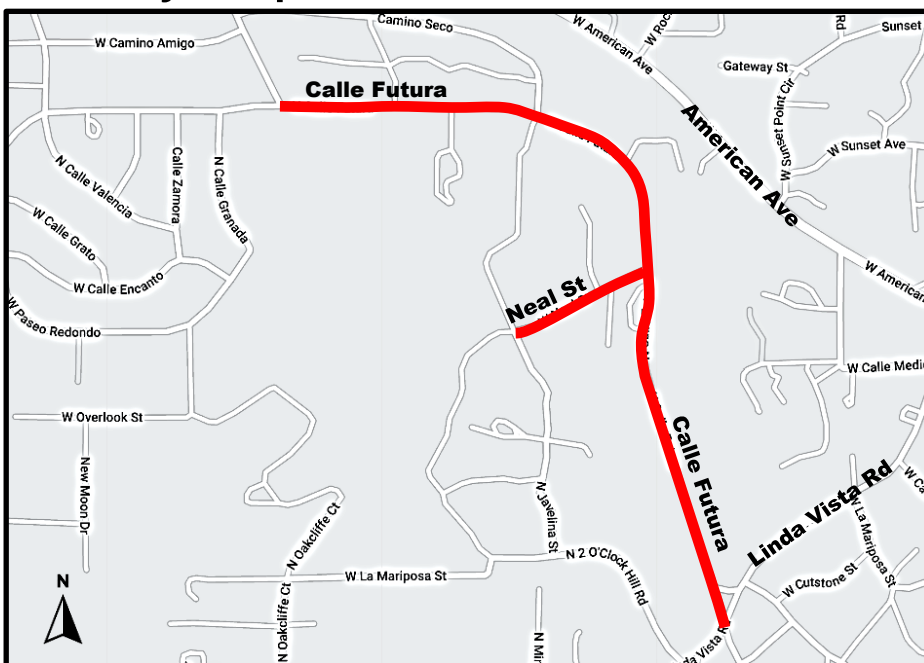
Project Overview

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

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

The State Funding request of \$1,084,450 equates to over two (2) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Pinal County, AZ



Project Schedule

Construction in 2026-2027



Project Cost

Total Project Cost: \$1,084,450.00

State Funding Request: \$1,084,450.00

Match Contribution: \$0



Contact Info

Nina Arredondo

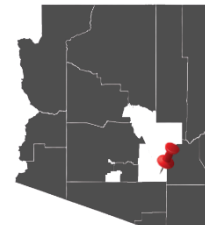
Senior Planner

520-866-6345

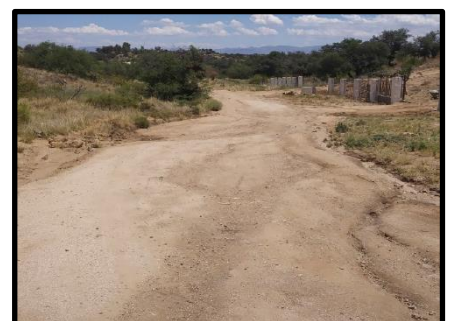
nina.arredondo@pinal.gov



Location



Pinal County
AZ Legislative District 7
CAG Region



McNab Parkway Improvements

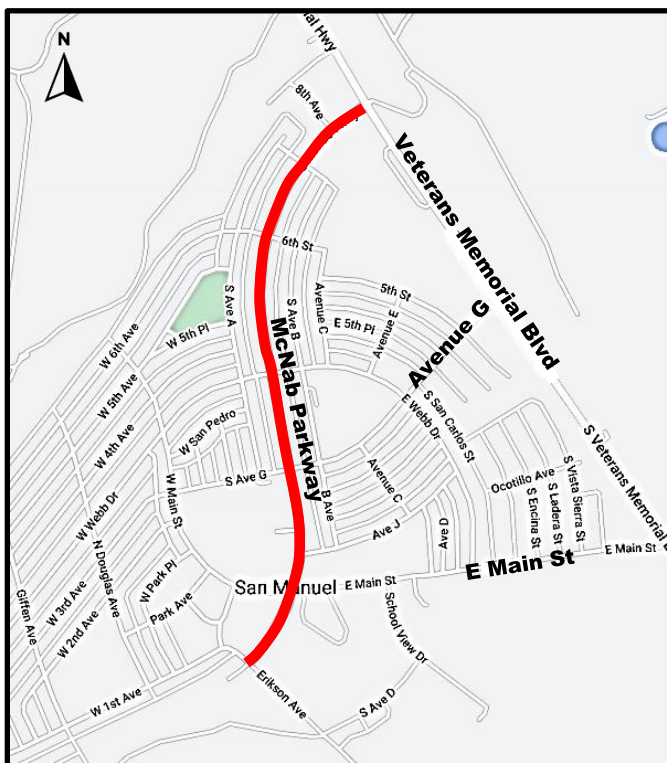


Project Overview

The McNab Parkway is the primary entry road into the unincorporated community of San Manuel. All major and minor streets utilize McNab parkway to enter or exit the community and provide access to the rest of the Southern Pinal Region. The original construction of McNab Parkway was in the 1950s. Since then, only minor preservation activities have occurred and is in need of rehabilitation for reconstruction. For San Manuel, this Parkway provides primary access for the community at large and several commercial, residential, and public uses. The road has a "D" grade pavement ranking. Reconstruction is recommended and will feature ADA accessible ramps and ensure there is an appropriate pedestrian space along the facility. The project will consist of removing and replacing the asphalt; full asphalt cross section including subgrade, as well as adding ADA accessible ramps to sidewalk. The completion of the project will provide enhanced pavement friction and treatment.

The State Funding request of \$2,590,000 equates to approximately six (6) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies, vetted through CAG's Transportation Technical Advisory Committee and Regional Council on August 27, 2025 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Pinal County, AZ

Project Schedule

Construction in 2026 - 2027

Project Cost

Total Project Cost: \$2,590,000

State Funding Request: \$2,590,000

Match Contribution: \$0

Contact Info

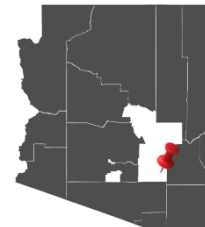
Nina Arredondo

Senior Planner

520-866-6345

nina.arredondo@pinal.gov

Location



Pinal County
AZ Legislative District 7
CAG Region



Panther Drive Improvements



Project Overview

Panther Drive located on the south side the town, connecting residential and local streets. The street is a Major street experiences up to 1280 cars & trucks daily. Currently, the Street is in poor condition, has inadequate surface and old striping, and cracked and deplorable paving conditions. The completion of the project will provide enhanced pavement friction and treatment. The recent construction of the bridge on Panther Drive caused an extra burden on the asphalt condition due to heavy equipment traffic, creating an alligator skin type of cracks on the entire length of the street. The 2017 Superior Pavement Assessment Study showed that 72.6% of streets within the Town were rated as "Poor" or lower at the time of the assessment. The same study showed that 40% of sidewalks were in poor condition, which needed immediate attention; as a result, system performance is reduced, leading to potentially adverse impacts on quality of life, mobility, travel time, freight movements, and emergency response times.

The Downtown is growing significantly. The Town supports and provides several events throughout the year, bringing up to 10,000 visitors or more during the event weekend. Moreover, regular weekends bring up to 3,000 visitors to the Town. The rehabilitation improvements of the street to include milling and removing 3-inches of asphalt and replacing it with 3-inch rubberized asphalt, striping, bike lanes, and crosswalks, and sidewalk repairs on a street that accesses the Town's High School and Fire Station.

The State Funding request of \$1,674,623 equates to nearly three and half (3.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 as part of the RTAC Project Priority List for the CAG Region.

Project Lead

Town of Superior, AZ

Project Schedule

Design in 2027

Construction in 2028

Project Cost

Total Project Cost: \$1,674,623

State Funding Request: \$1,674,623

Match Contribution: \$0

Contact Info

Lana Clark

Engineering Tech, Superior

520-827-9496

sclark@superioraz.gov

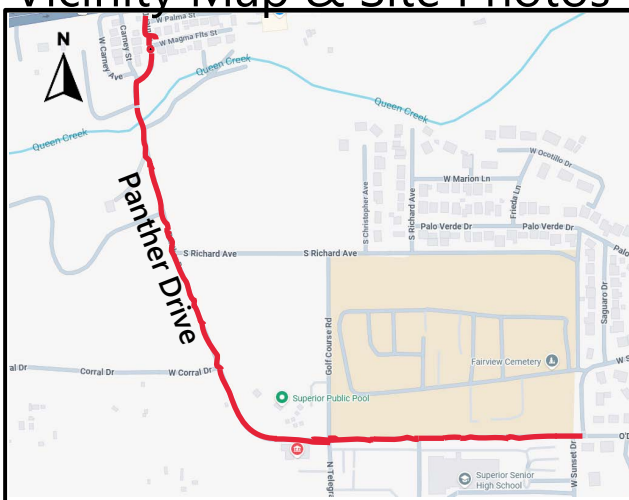
Location



Town of Superior
Pinal County
AZ Legislative District 7
CAG Region



Vicinity Map & Site Photos



Sunset Drive Improvements



Project Overview

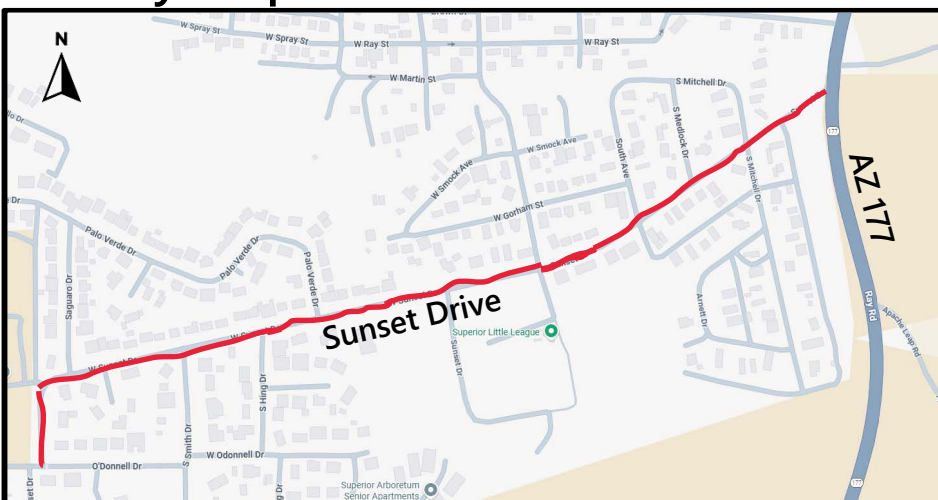
Sunset Drive located on the south side of the town, connecting residential and local streets. The street is a Major street that handles 1300 cars daily. Currently, the Street is in poor condition, has inadequate surface and old striping, and cracked and substandard paving conditions. The completion of the project will provide enhanced pavement friction and treatment. The 2017 Superior Pavement Assessment Study showed that 72.6% of streets within the Town were rated as "Poor". The same study showed that 40% of sidewalks were in poor condition, which needed immediate attention; as a result, system performance is reduced, leading to potentially adverse impacts on quality of life, mobility, travel time, freight movements, emergency response times and improving access to the Town's High School & fire station

The Downtown is growing significantly. The Town supports and provides several events throughout the year, bringing up to 10,000 visitors or more during the event weekend. Downtown has had more businesses open within the last few years, which increases the traffic. The streets that are connected to the Downtown are heavily used during those events.

The rehabilitation improvements of the street to include milling and removing 3-inches of asphalt and replacing it with 3-inch rubberized asphalt, striping, bike lanes, and crosswalks, and sidewalk repairs.

The State Funding request of \$1,635,972 equates to nearly three and half (3.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 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 2027

Construction in 2028



Project Cost

Total Project Cost: \$1,635,972

State Funding Request: \$1,635,972

Match Contribution: \$0



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





Project Overview

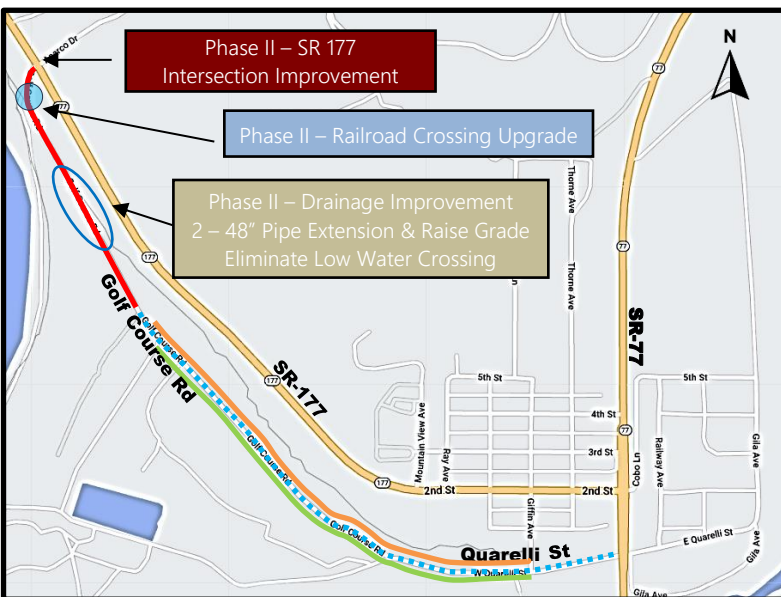
Due to their small stature, the RTAC provides the opportunity for Towns such as Winkelman and Hayden to be able to fund much needed transportation projects. Phase I of this project was funded in FY24 which included pavement rehabilitation, and pavement markings for 0.9 miles of the total length of 1.4 miles. The full project scope was significantly reduced to meet the FY24 RTAC Priority Project initiative for the CAG Region. Phase II will cover the remaining 0.5 miles.

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

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 State Funding request of \$2,583,508 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 27, 2025 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



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



Project Lead

Town of Winkelman/Town of Hayden, AZ

Project Schedule

Design in 2027

Construction in 2028

Project Cost

Total Project Cost: \$2,583,508

State Funding Request: \$2,583,508

Match Contribution: \$0.00

Contact Info

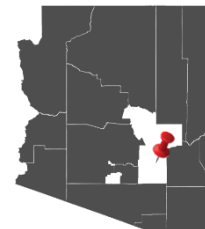
Gloria Ruiz

Town Clerk

520-356-7854

gruiz@townofwinkelman.com

Location



Town of Winkelman
Gila County
AZ Legislative District 7
CAG Region



BIA-170 Sidewalk Improvements



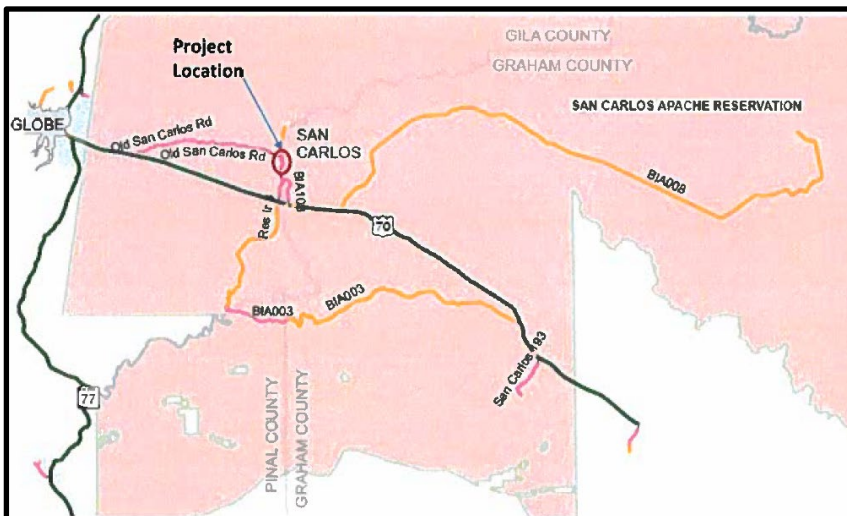
Project Overview

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 an area frequented with pedestrian traffic. 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 project has been identified as a regional priority on CAG's TIP and is planned to utilize STBG funds for the design phase and construction phase. This request is to cover anticipated construction cost increase rather than utilizing limited annual CAG TIP allocations.

The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 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 2026

Construction in 2028

Project Cost

Total Project Cost: \$249,405

State Funding Request: \$54,815

Match Contribution*: \$194,590
(78%)

Contact Info

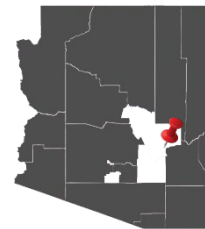
Barney Bigman

Deputy Director, SCAT

928-475-3222

barney.bigman@scat-nsn.gov

Location

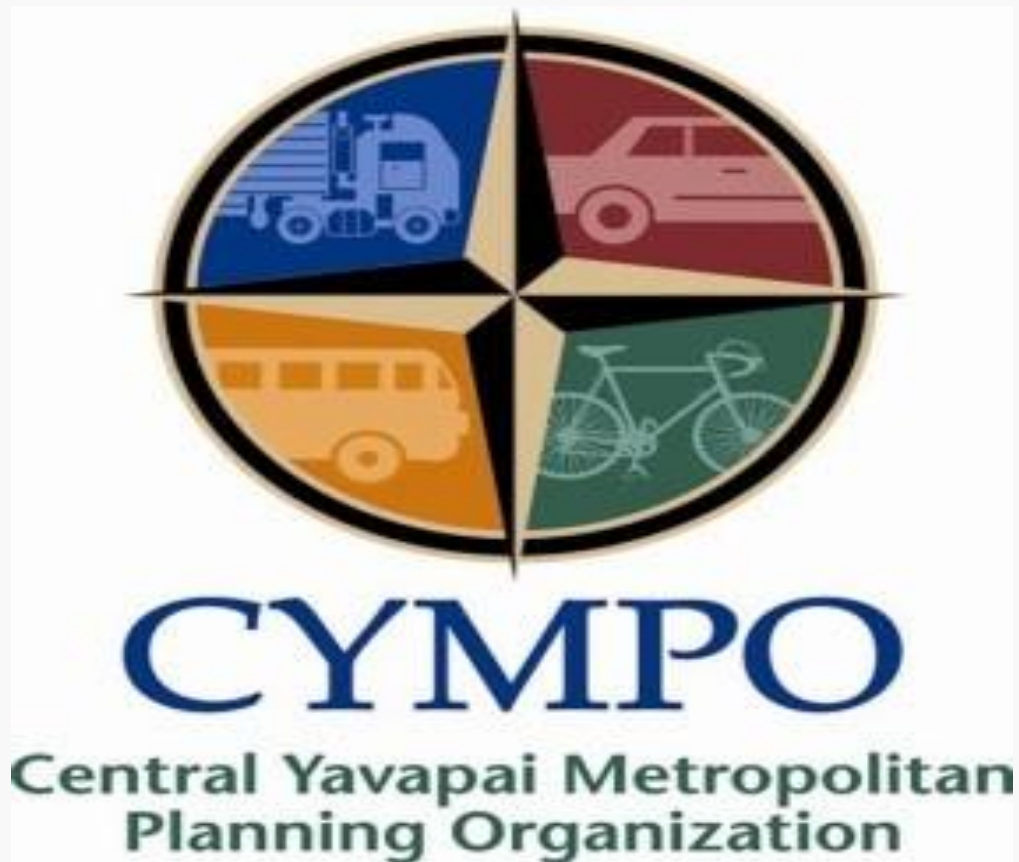


San Carlos Apache Tribe
Gila County

AZ Legislative District 6

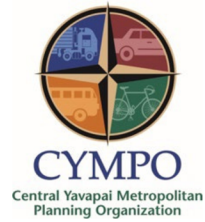
CAG Region





General Fund Request
\$45,408,800

State Route 89A On-Ramps



Project Overview

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

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

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

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

Project Lead

CYMPO

Project Schedule

Construction FY2026

Project Cost

Project Cost Estimate: \$5,500,000

Local Contribution: \$1,000,000

Legislative Request: \$4,500,000

Contact Info

Vinny Gallegos

Executive Director, CYMPO

928-442-5731

Vincent.Gallegos@yavapaiaz.gov

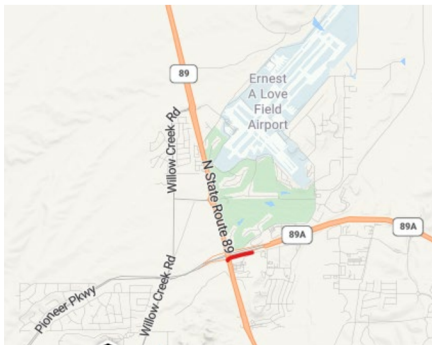
Location

City of Prescott AZ

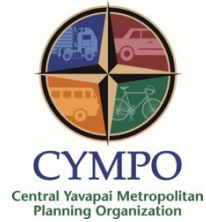
Legislative District 1

CYMPO Region

Vicinity Map



SR 89 Through the Dells



Project Overview

The City of Prescott Effluent and Wastewater Pipeline & SR 89 Roadway Improvement project is a critical component of the City’s ongoing infrastructure centralization efforts. This project replaces an undersized and deteriorating effluent pipeline and adds a second wastewater pipeline to significantly increase system capacity along the corridor. Upon completion, the project will enhance pipeline reliability, expand capacity, and centralize wastewater treatment and effluent distribution from the Airport Water Reclamation Facility, supporting long-term growth and system efficiency.

The utility pipeline work will require extensive excavation along State Route 89, resulting in significant disruption to the roadway. In coordination with this work, the project will consider additional traffic safety improvements to support traffic flow along SR 89 through the corridor from the Phippen Trail roundabout to the Willow Lake Road roundabout.

State Route 89 is designated as a Regionally Significant Route, and is the main arterial connecting the City of Prescott, surrounding communities, and major interstate highways to the north and east. This project will assess opportunities to improve traffic flow, intersection safety, roadway access, and visibility along SR 89. Transportation objectives include enhancing regional mobility by increasing roadway capacity from two to four lanes, reducing crashes, and improving the corridor’s level of service to a “C” or better.

Project Lead

CYMPO

Project Schedule

Construction : TBD

Project Cost

Project Cost Estimate: \$38,000,000

Local Contribution: \$33,091,200

Legislative Request: \$4,908,800

Contact Info

Vinny Gallegos

Executive Director, CYMPO

928-442-5731

Vincent.Gallegos@yavapaiaz.gov

Location

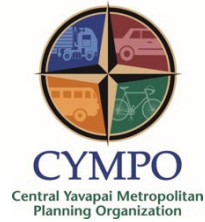
City of Prescott

AZ Legislative District 1

CYMPO Region



State Route 89 Widening



Projects Overview

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

State Route 89 is designed as a Regionally Significant Route and is the main arterial through Chino Valley. It provides 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 segment of SR89 provides access to all of Chino Valley's municipal and commercial infrastructure. It also provides access to the Prescott Regional Airport from northern Yavapai County which is currently the 18th busiest airport in the country.

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

This project is estimated to cost \$500,000.00



Project Lead

CYMPO



Project Schedule

Design and Construction: FY2026



Project Cost

Project Cost Estimate: \$37,000,000

Local Contribution: \$1,000,000

Legislative Request: \$36,000,000



Contact Info

Vinny Gallegos

Executive Director, CYMPO

928-442-5731

Vincent.Gallegos@yavapaiaz.gov



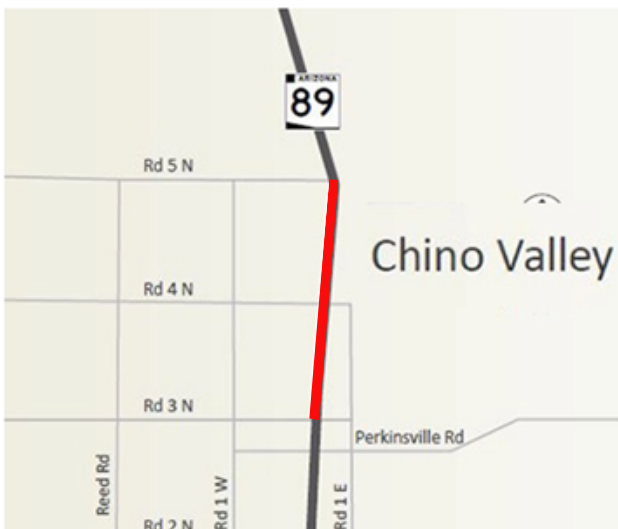
Location

Town of Chino Valley AZ

Legislative District 1

CYMPO Region

Vicinity Map



State Route 89 Widening - DCR

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

This project is estimated to cost \$500,000 with a local contribution that is TBD.



Project Cost

Project Cost Estimate: \$500,000

Local Contribution: 100,000

Legislative Request: 400,000



General Fund Request

\$17,068,800

Intersections Improvement Study



Project Overview

Engineering study to evaluate existing deficiencies and develop potential improvements at the following 5 frontage road intersections to improve traffic safety and operations:

- Oro Grande Boulevard & Maricopa Avenue
- Oro Grande Boulevard & Sweetwater Avenue
- Acoma Boulevard & Maricopa Avenue
- Acoma Boulevard & Sweetwater Avenue
- McCulloch Boulevard & Maricopa Avenue

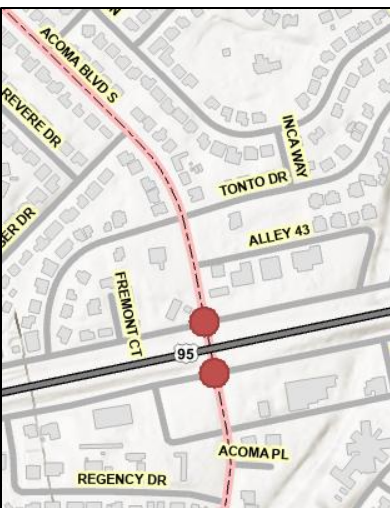
These intersections, located in close proximity to signalized intersections on SR 95, face operational and safety issues due to high traffic volumes, close spacing to traffic signals, vehicle queues, multi-lane approaches, and presence of multiple business driveways. Heavy approach traffic from Maricopa and Sweetwater Avenues, along with pedestrian and bicycle traffic from the adjacent SR 95 multi-use path, creates additional challenges.

The engineering study aims to evaluate current operations and crash history, identify existing deficiencies, and develop feasible improvement alternatives to improve the operation and safety at these locations. The study will involve data collection, capacity and safety analysis, and traffic signal warrant analysis. The goal is to develop preferred improvement scenarios and conceptual design plans enabling the City to pursue future funding for final design and construction.

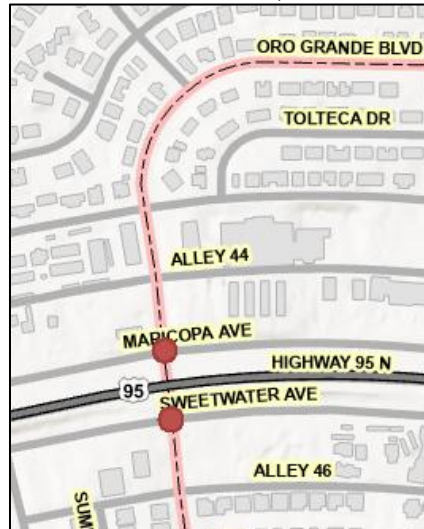
The State Funding request for this project is \$250,000. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on August 12, 2025.

Vicinity Map

Acoma Blvd & Maricopa/Sweetwater



Oro Grande Blvd & Maricopa/Sweetwater



McCulloch Blvd & Maricopa



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Planning/Design in 2026-2027



Project Cost

Total Project Cost: \$250,000

State Funding Request: \$250,000



Contact Info

Sarah Lojewski

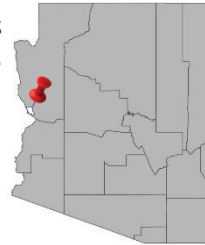
Director

Lake Havasu MPO

(928) 453-2823



Location



City of Lake Havasu

Mohave County

AZ LD 30

Lake Havasu MPO



Kiowa Boulevard Improvements



Project Overview

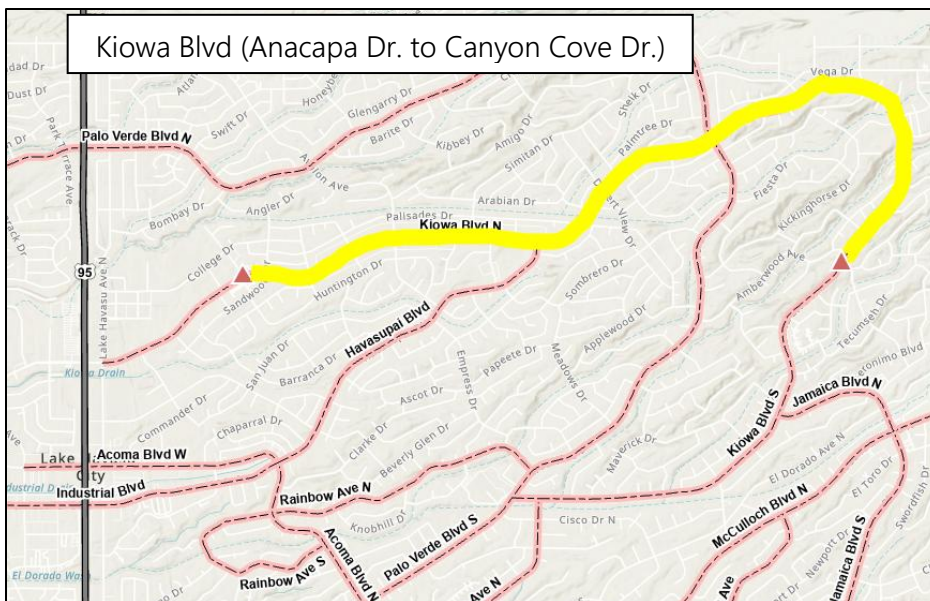
Kiowa Boulevard is a crucial major collector road in Lake Havasu City, connecting to State Route 95 and handling between 3,000 and 9,400 vehicles per day including a significant amount of heavy truck and boat trailer traffic. Kiowa Boulevard is lined with commercial and industrial businesses, elementary schools, and multi-family residential housing. The 4.1 mile segment of Kiowa Blvd from Anacapa Drive to Canyon Cove Drive is in urgent need of repair due to severe underlying cracking, rutting, and raveling. Improvements are essential to maintain the safe and efficient movement of vehicles and freight along this critical corridor. In addition, these improvements will create a safer, more comfortable environment for pedestrians, cyclists and other non-motorized users.

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

This project is already fully designed and shovel-ready, and requests \$5,600,000 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023.

The State Funding request of \$5,600,000 equates to roughly eighteen (18) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment.

Vicinity Map & Site Photo



Project Lead

City of Lake Havasu, Arizona

Project Schedule

Construction in 2027-28

Project Cost

Total Project Cost: \$5,600,000

State Funding Request: \$5,600,000

Contact Info

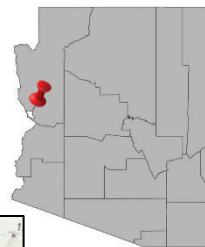
Sarah Lojewski

Director

Lake Havasu MPO

(928) 453-2823

Location

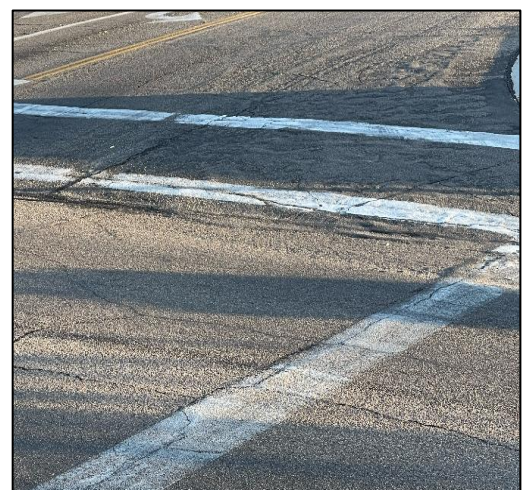


City of Lake Havasu
Mohave County

AZ LD 30

Lake Havasu MPO

Lake Havasu MPO
METROPOLITAN PLANNING ORGANIZATION



SR 95 Multi Use Trail Landscaping



Project Overview

This project includes the design and construction of landscaping and irrigation systems adjacent to the SR 95 Multi-Use Trail from the current terminus of landscaping improvements at SR 95 mile marker 180.5 (approx.) south to the intersection with McCulloch Boulevard S.

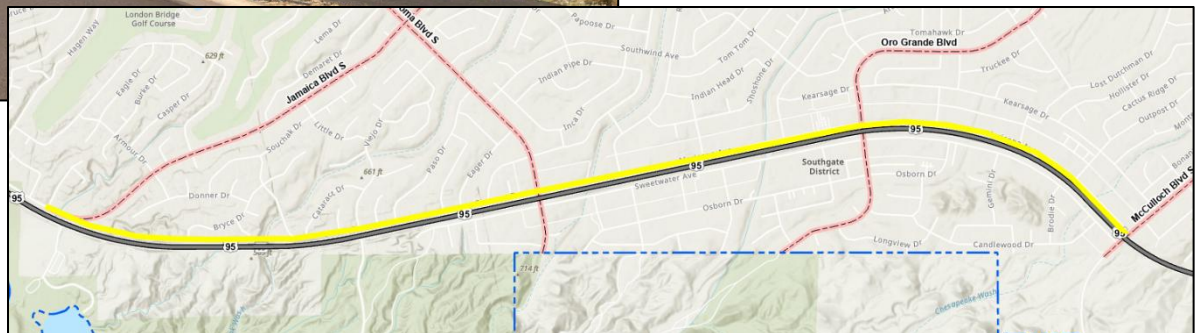
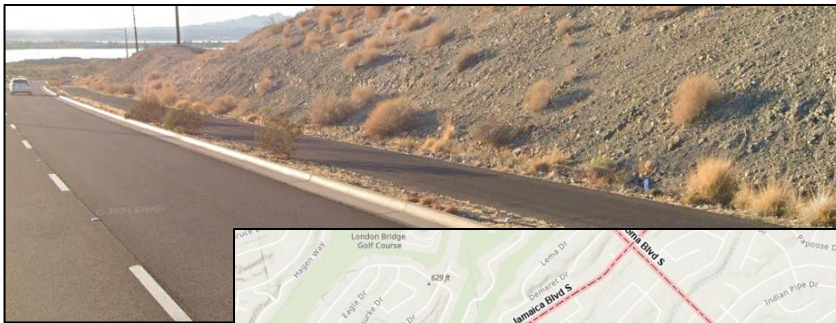
The SR 95 Multi-Use Trail is a vital regional corridor that offers a safe, dedicated route for pedestrians and cyclists, separated from vehicular traffic. The path runs parallel to SR 95 from McCulloch Blvd S. to Palo Verde Blvd N. and crosses SR 95 at several locations.

Spanning approximately 3.5 miles, from SR 95 mile marker 177 to 180.5, this section of the trail currently lacks landscaping, plantings, and irrigation infrastructure. Enhancing this section will significantly improve the trail's aesthetics, comfort, and usability – encouraging greater multi-modal transportation use along this key corridor.

The project scope includes the design and installation of an effluent water-based irrigation system, supported by booster pump stations to ensure adequate flow and pressure from the point of connection. Site grading will follow the natural contours and slopes of the area, with integrated surface drainage solutions. Landscaping will be designed to complement existing improvements along the SR 95 trail. Plantings will include trees and vegetation consistent in species, rock size, and color with previously landscaped sections. All plantings will be placed to maintain required sight distances at intersections and will be set back at least 30 feet from the SR 95 edge of pavement to allow for healthy tree growth and vehicle clearance.

The State Funding request for this project is \$1,880,000. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on August 12, 2025.

Vicinity Map and Site Photo



Project Lead

City of Lake Havasu, Arizona

Project Schedule

Design in 2026

Construction in 2027

Project Cost

Project Design Cost: \$200,000

Project Construction Cost: \$1,680,000

State Funding Request: \$1,880,000

Contact Info

Sarah Lojewski

Director

Lake Havasu MPO

(928) 453-2823

Location



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



Lake Havasu City Pavement Preservation



Project Overview

This project has been selected as a rural priority project by the Lake Havasu City Metropolitan Planning Organization (LHMPO). This project encompasses the completion of prioritized pavement preservation projects throughout Lake Havasu City. Projects will be prioritized based on results of a Pavement Condition Index (PCI) evaluation.

Funding priority projects in the pavement preservation program is crucial for Lake Havasu City to ensure the safety and longevity of the city's road infrastructure. By implementing a proactive maintenance strategy the city can extend the life of it's pavements, reduce the need for costly repairs, and minimize traffic disruptions. Investment in pavement preservation not only supports a sustainable and efficient transportation network but also ultimately saves taxpayer money.

The State Funding request of \$9,338,800 equates to roughly 31 years worth of funding for the LHMPO compared to our standard federal apportionment.

Project Lead

City of Lake Havasu, Arizona

Project Schedule

Construction in 2026-27

Project Cost

State Funding request: \$9,338,800

Contact Info

Sarah Lojewski

Director

Lake Havasu MPO

(928) 453-2823

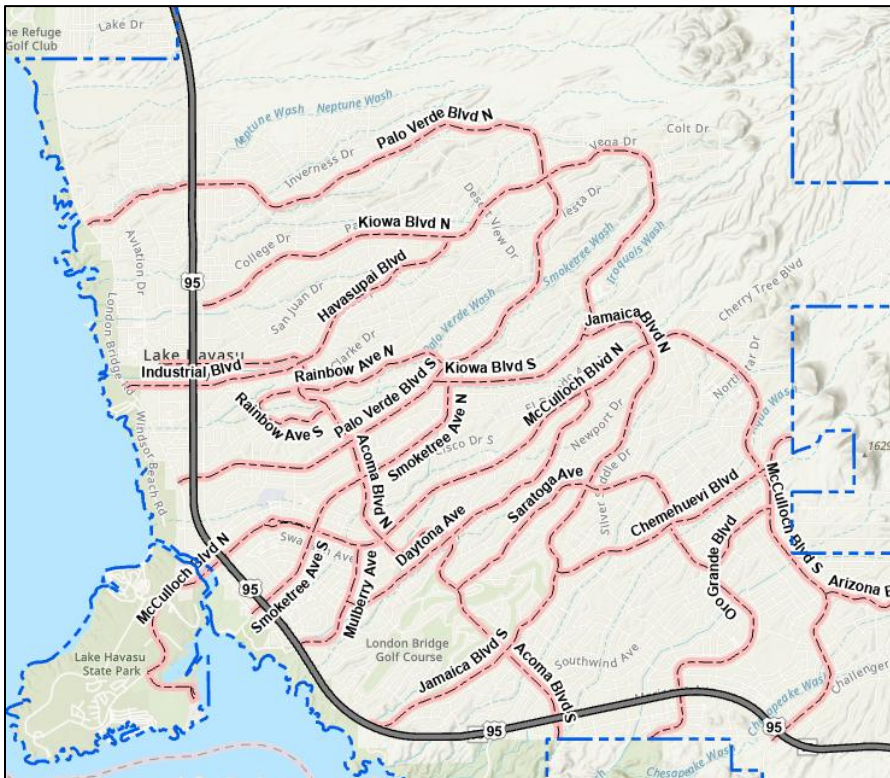
Location



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



Vicinity Map





(Pinal County)

General Fund Request

\$83,136,000

Meridian Rd: State Route 24 to Ray Road



Project Overview

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

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

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



Project Lead

City of Apache Junction, Arizona



Project Schedule

Construction in 2027



Project Cost

Total Project Cost: \$11,289,363

State Funding Request: \$11,149,796

Local Contribution (1.2%): \$139,567

*estimates provided by City of Apache Junction



Contact Info

Raquel Schatz

Project Engineer

City of Apache Junction

480-474-8549

rschatz@apachejunctionaz.gov



Location



City of Apache Junction

Pinal County

AZ Legislative Districts

7 and 15

Vicinity Map & Site Photo

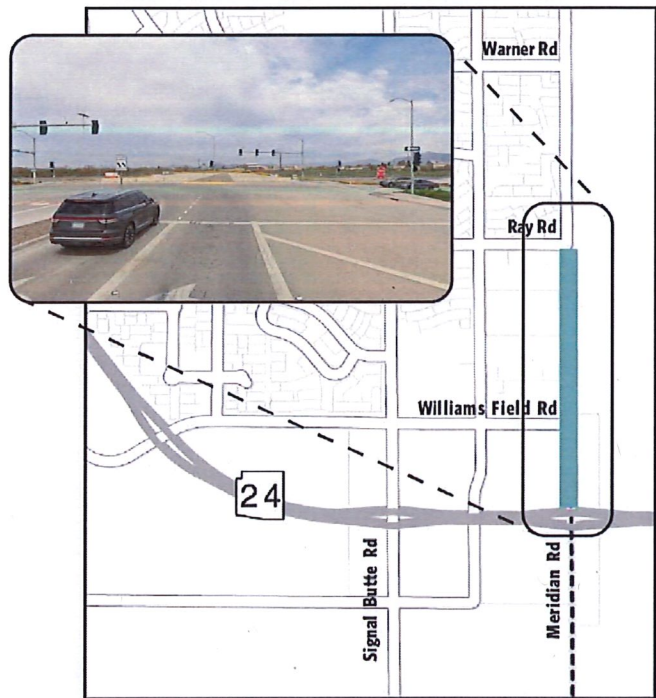


Photo provided by City of Apache Junction

Hunt Highway Design Concept Report: Felix Road to State Route 79



Project Overview

The purpose of this roadway design concept review is to evaluate proposed improvements along **Hunt Highway from Felix to State Route 79**, a 4.75 mile stretch, ensuring the project scope, layout, and design objectives align with community needs, engineering standards, and regional transportation plans. This review provides an opportunity to identify potential design challenges, coordinate with utilities and adjacent developments, and confirm that the project supports long-term mobility and safety goals for the corridor.

The concept review will focus on the following key elements of the proposed design alignment and geometry; traffic operations and safety; drainage and utilities; right-of-way and environmental factors; and phasing and constructability.

The outcome of this review will be a consensus on the preferred design concept for Hunt Highway, along with documentation of recommendations and refinements. Establishing this direction at the concept stage ensures that the project advances with clarity, coordination, and community support before proceeding into detailed design.



Project Lead

Town of Florence, Arizona



Project Schedule

Study in 2026



Project Cost

Total Project Cost: \$2,000,000

State Funding Request: \$2,000,000

Local Contribution (0.0%): \$0

*estimates provided by Town of Florence



Contact Info

Andy Smith

Public Works Director

Town of Florence

520-868-7617

Andy.smith@florenceaz.gov



Location



Town of Florence

Pinal County

AZ Legislative Districts

7 and 16

Vicinity Map and Site Photo

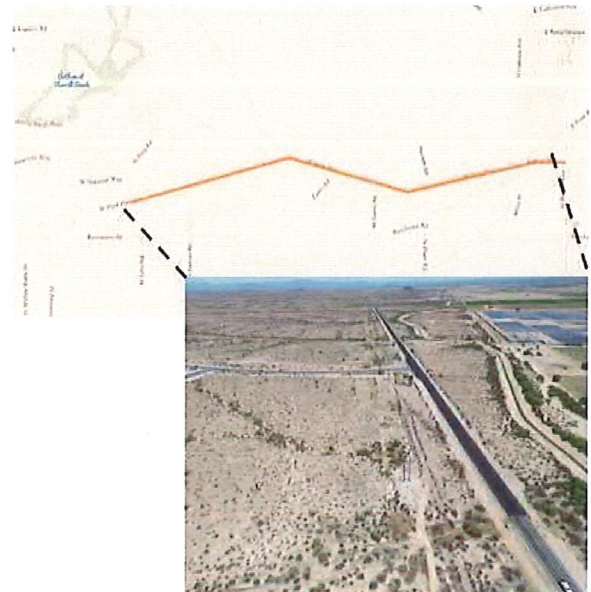


Photo and map provided by Town of Florence



Hunt Highway and Attaway Intersection Improvements



Project Overview

The purpose of this project is to improve the alignment of the Hunt Highway and Attaway Road intersection to better support regional and local transportation needs. The proposed improvements aim to enhance the level of service, visibility, and overall safety of the intersection. Key improvements include the addition of turn lanes, construction of a tangential alignment, and the installation of pedestrian facilities all while minimizing disruption to the motoring public.

- **Alignment and Geometry:** Realign Hunt Highway to correct roadway alignment issues, improve lane configurations, implement updated intersection delineation, and enhance access management.
- **Traffic Operations and Safety:** Address current and projected traffic volumes, improve turning movements, and accommodate pedestrians and bicyclists. The project will also include traffic signal upgrades to improve overall traffic operations and safety.
- **Drainage and Utilities:** Manage stormwater runoff and prevent roadway overtopping by incorporating improved drainage infrastructure into the design.
- **Right-of-Way and Environmental Factors:** Acquire the necessary right-of-way for the realigned roadway while minimizing environmental impacts.



Project Lead

Town of Florence, Arizona



Project Schedule

Construction in 2026



Project Cost

Total Project Cost: \$14,000,000

State Funding Request: \$5,837,277

Local Contribution (58%): \$8,162,723

*estimates provided by Town of Florence



Contact Info

Andy Smith

Public Works Director

Town of Florence

520-868-7617

Andy.smith@florenceaz.gov



Location



Town of Florence

Pinal County

AZ Legislative Districts
7 and 16

Vicinity Map and Site Photo



Photo and map provided by Town of Florence

Koli Road



Project Overview

This project is necessary to connect the new the Koli Road Traffic Interchange, which is a part of the ADOT I-10 expansion project, to Maricopa Road to west.

Koli Road will be designed with a 4-lane boulevard cross section consisting of two 12' lanes in each direction and a 34' median. Six-foot paved shoulders will be installed on both sides which can serve future bicycle traffic. A traffic signal will be installed at the intersection with Maricopa Road to the west.

Koli Road will serve as a crucial detour route when ADOT constructs the new SR 347 traffic interchange located immediately to the south of the Koli Road Traffic Interchange on I-10. In order to construct the SR 347 traffic interchange it is anticipated that SR 347 will need to be closed numerous times. During the closures, northbound SR 347 traffic will be detoured from SR 347 up Maricopa Road to Koli Road. The detour traffic will then get back on I-10 at the Koli Road traffic interchange.



Project Lead

Gila River Indian Community



Project Schedule

Construction in 2026



Project Cost

Total Project Cost: \$26,800,000

State Funding Request: \$3,063,517

Local Contribution (88.5%): \$23,736,483

*estimates provided by
Gila River Indian Community



Contact Info

Steve Johnson

Senior Civil Engineer

Gila River Indian Community

520-562-0952

Steve.johnson@gric.nsn.us



Location



Gila River Indian
Community

Pinal County

AZ Legislative District 16

Vicinity Map and Site Photo



Map provided by Gila River Indian Community

Photo from Google Earth

Sonoran Desert Parkway – Phase II



Project Overview

The Sonoran Desert Parkway (also known as the East-West Corridor) 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 completed construction on the first phase of the Parkway in 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 included a new bridge structure along Porter Road. This first phase, with a construction cost of approximately \$30 million, was fully funded by the City of Maricopa.

Pinal County is currently the lead agency in designing the East-West Corridor from Porter Road to I-10 (approximately 18 miles). The City of Maricopa and City of Casa Grande are integral partners in this design. The second phase of the Parkway is approximately a 2.2 mile section of the overall East-West Corridor project and will be one of the more 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. This second phase is currently in design with a completion date by 2026. Initial cost estimates for this phase of construction are estimated at \$115 million. The City may seek additional funds in the future from federal, state, and regional partners.



Project Lead

City of Maricopa, Arizona



Project Schedule

Under design, complete in 2026



Project Cost*

Total Project Cost:	\$115,000,000
State Funding Request:	\$17,007,345
Local Contribution (85.2%):	\$97,992,655

*estimates provided by City of Maricopa



Contact Info

Benjamin Bitter

City Manager
City of Maricopa
520-316-6834
Benjamin.bitter@maricopa-az.gov

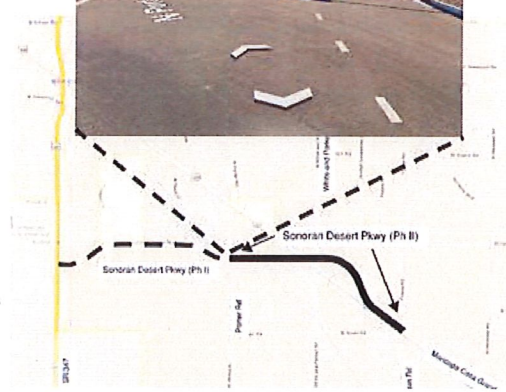


Location



City of Maricopa
Pinal County
AZ Legislative District 12
and 16

Vicinity Map & Site Photo



Map provided by City of Maricopa

Photo from Google Earth

State Route 24 Ironwood Drive to North-South Corridor



Project Overview

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

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

The state has committed a total of \$74.8 million in funding to the proposed project. \$15 million will be used for land and \$59.8 million is being provided to expedite project design and construction. The next phase will extend the four lane interim facility west of Ironwood Drive. The interim facility will have a control access point at the proposed Central Arizona Parkway and a bridge that will span over the Central Arizona Project canal.



Project Lead

Pinal County, Arizona



Project Schedule

Construction in 2025



Project Cost*

Total Project Cost: \$155,400,000

State Funding Request: \$41,348,404

Local Contribution (73.4%): \$114,051,596

*estimates provided by Pinal County



Contact Info

Celeste Garza

Deputy Director of Public Works

Pinal County

520-866-6402

celeste.garza@pinal.gov



Location

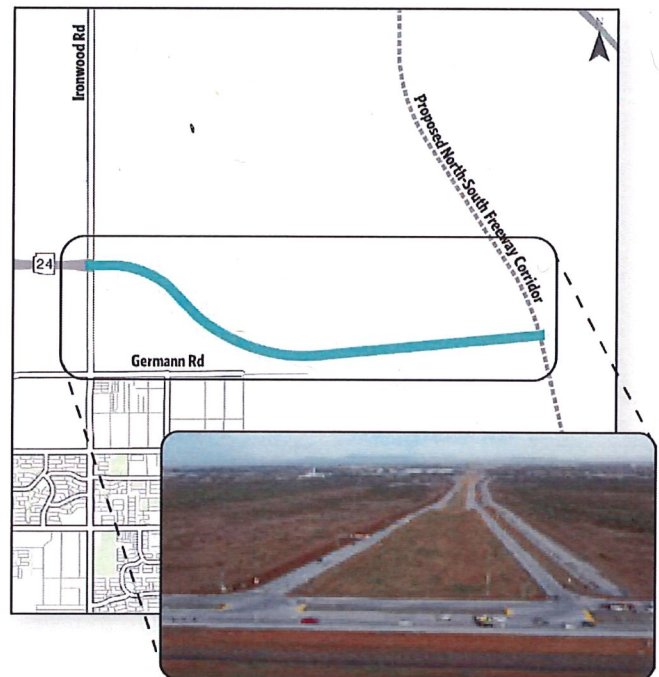


Pinal County

AZ Legislative District 15

Vicinity Map & Site Photo

Photo provided by Arizona Department of Transportation



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



Project Overview

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

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

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



Project Lead

Town of Queen Creek, Arizona



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$8,500,000
State Funding Request: \$2,729,661
Local Contribution (67.9%): \$5,770,339

*estimates provided by Town of Queen Creek



Contact Info

Heather Wilkey

Intergovernmental Relations Director
Town of Queen Creek
480-358-3913
heather.wilkey@queencreekaz.gov



Location



Town of Queen Creek
Pinal County
AZ Legislative District 15

Vicinity Map & Site Photo

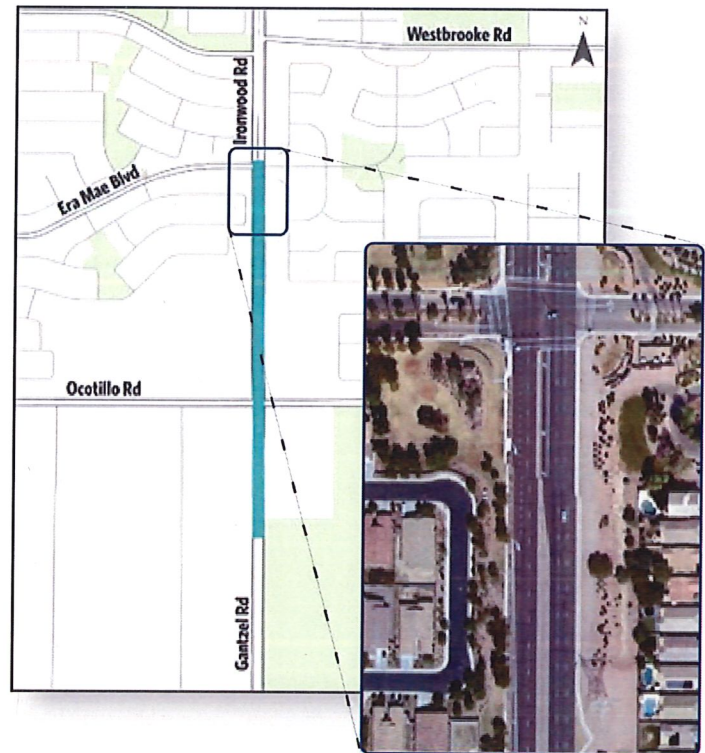


Photo provided by Town of Queen Creek



General Fund Request

\$26,649,600

West Route 66 Improvements



CITY OF
FLAGSTAFF

Project Overview

MetroPlan requests \$18,649,600 in support of West Route 66 Improvements.

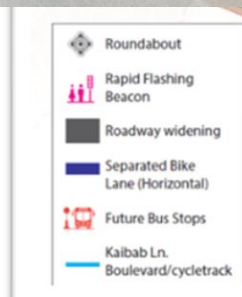
The West Route 66 Improvements will make capacity and safety improvements to one of the highest-growth roadways in the City of Flagstaff. The project includes two new roundabouts, sidewalks, bike lanes, and transit stops. The timing of this project aligns with the centennial of West Route 66, one of our nation's premier historic routes.

Benefits the State, Flagstaff and the region by:

- Lessening congestion
- Access to future growth areas to support new housing.
- Truck access from I-40 into the City.
- Safety improvements on a high-crash corridor.
- Investment in the State Highway System under the State's purview.
- More effective evacuation routes.
- Improved pedestrian and bicycle mobility for families.

Concept design for the project is currently complete. The City has committed just under \$11 million in local funds.

Vicinity Map & Project Site



Project Lead

City of Flagstaff, Arizona



Project Schedule

Design in FY2027

Est. Completion in 2029



Project Cost

Total Project Cost: \$32,000,000

State Surplus Request: \$18,649,600

Local Contribution: \$10,800,000 (34%)

Other Contribution: \$2,550,400 (8%)



Contact Info

Paul Mood

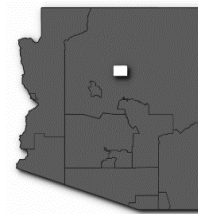
City Engineer, City of Flagstaff

928-213-2675

paul.mood@flagstaffaz.gov



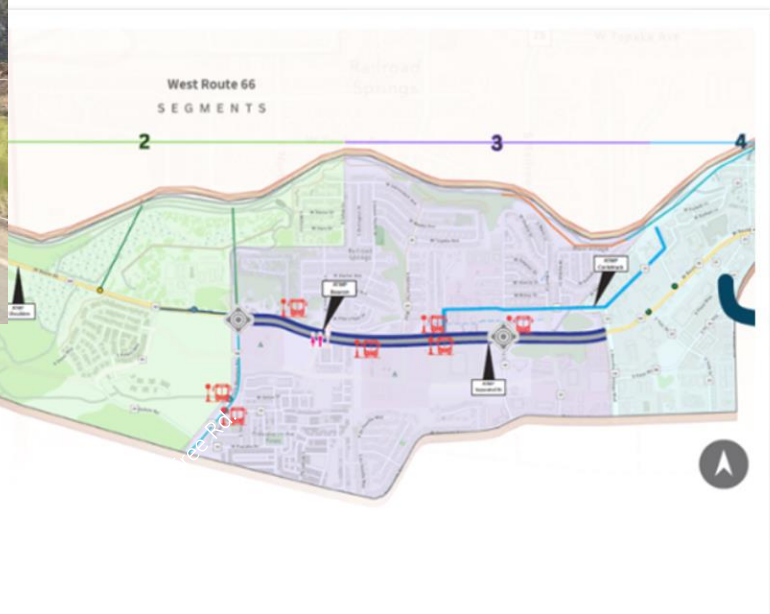
Location



City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region



METROPLAN
GREATER FLAGSTAFF



US180 Corridor



Project Overview

MetroPlan requests \$8,000,000 in support of US180 Corridor Improvements.

This project is the Region's number 1 priority for state investment in the State Highway system. US 180 is the primary arterial for nearby suburban and rural residents into Flagstaff. Visitors seeking access to the Grand Canyon, Arizona Snowbowl, and other recreational sites within Coconino National Forest are dependent on US 180. The road has high-density residential units, schools, and parks, but no sidewalks or bike lanes. Councilmembers have indicated it's their number one call for improvements from residents.

Benefits to the State, Flagstaff and the region:

- Makes improvements identified in ADOT's US180 Corridor Master Plan.
- Access to schools, health centers, and senior living.
- Safety improvements on a high-crash corridor.
- Investment in the State Highway System under the State's purview.
- Improved access to bus system.
- Improves pedestrian and bicycle mobility and safety.

The City has over \$650,000 committed to design in FY2026 and \$1,750,000 for priority crossing improvements. Another \$600,000 is committed to additional improvements in FY2027.

Vicinity Map & Project Site



 **Project Lead**
City of Flagstaff, Arizona

 **Project Schedule**
Design begins in FY2026
Est. Construction in FY2028

 **Project Cost**
Total Project Cost: \$11,000,000
State Funding Request: \$8,000,000
Local Contribution: \$3,000,000 (27%)

 **Contact Info**
Paul Mood
City Engineer, City of Flagstaff
928-213-2675
paul.mood@flagstaffaz.gov

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

METROPLAN
GREATER FLAGSTAFF

NACOG

Northern Arizona
Council of Governments

Apache • Coconino • Navajo • Yavapai



General Fund Request

\$81,076,800

Rural School Bus Routes Study



Project Overview

School buses in rural northern Arizona travel thousands of miles along unpaved, gravel and poorly maintained roads each year to get students to school. Former State Transportation Board Member Jesse Thompson Chair is working with Northern Arizona Council of Governments (NACOG) to seek funding for a study to look at how roadway conditions might be negatively affecting students on rural and tribal school bus routes. Students across these communities can experience significant delays getting to school, or even canceled bus service, when roads that suffer from chronic underinvestment and insufficient maintenance cannot handle heavy rain or are unsafe for buses to travel due to flooding, snow and ice.

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

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

NACOG will work with local jurisdictions to seek implementation funding for bus route improvement projects identified in the study, while the consultants prepare preliminary scoping documents for the top projects. NACOG requests \$2,880,000 to fully carry out this planning effort on behalf of the rural and tribal communities in northeastern Arizona. This project was unanimously approved as a regional priority by the elected officials and private sector representatives on NACOG’s Regional Council on August 22nd, 2024.

Project Photos



Project Lead

Northern Arizona Council of Governments



Project Schedule

Planning in 2025-2026



Project Cost

State Funding Request: \$2,880,000

Total Project Cost: \$2,880,000



Contact Info

Jenn O'Connor

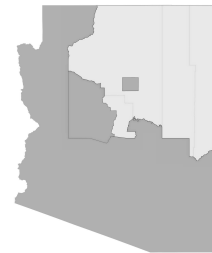
NACOG Planning Director

928-543-9144

joconnor@nacog.org



Location



Northern Arizona
Council of Governments



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



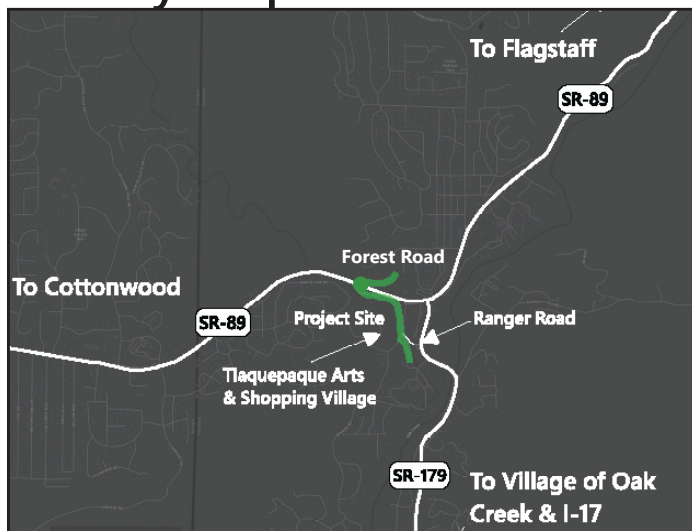
Project Overview

The City of Sedona's transportation network suffers from a lack of alternative route connectivity as well as geographical limitations such as Forest Service boundaries, resulting in significant traffic and congestion. The SR-89A/Forest-Ranger Roundabout project will add a third roundabout to SR-89A west of the two existing roundabouts and extend Forest Road to the south and Ranger Road to the northwest to meet SR-89A at the new roundabout. The end result will ensure better traffic flow for residents and travelers by providing a bypass that helps to avoid a heavily trafficked segment of the City's roadway, and reduces congestion from SR-179 to the 'Y' at SR-89A to Uptown Sedona (and further on to Flagstaff) during peak travel hours. The Brewer roundabout will be replaced by a right in, right out only intersection. This project will also improve emergency access, promote multimodal travel, provide 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 lane for transit services to directly access to the adjacent planned transit hub. This gives better access to west Sedona so both residents and visitors can access groceries, medical, and schools more easily. Additionally, this project will provide emergency responders with more reliable access to reach residents and tourists in emergencies.

The City of Sedona's 2018 Transportation Master Plan identifies the Forest/Ranger/SR89a Roundabout project as a key strategy to address the traffic congestion and improve overall regional connectivity by improving traffic congestion and access between Uptown Sedona, West Sedona, the Village of Oak Creek, I-17, and Flagstaff. This project is requesting \$8,025,600 to pair with a local match fund of \$2,311,937 to fully construct this roadway improvement. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

City of Sedona, Arizona

Project Schedule

Planning & Design in 2025,
Construction in 2026

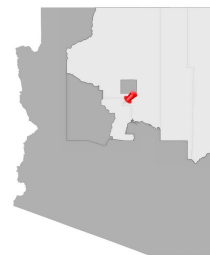
Project Cost

State Funding Request: \$8,025,600
Local Contribution: \$2,761,620
Total Project Cost: \$10,787,220

Contact Info

Kurtis Harris
Public Works Director, Sedona
928-203-5059
kharris@sedonaaz.gov

Location



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



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



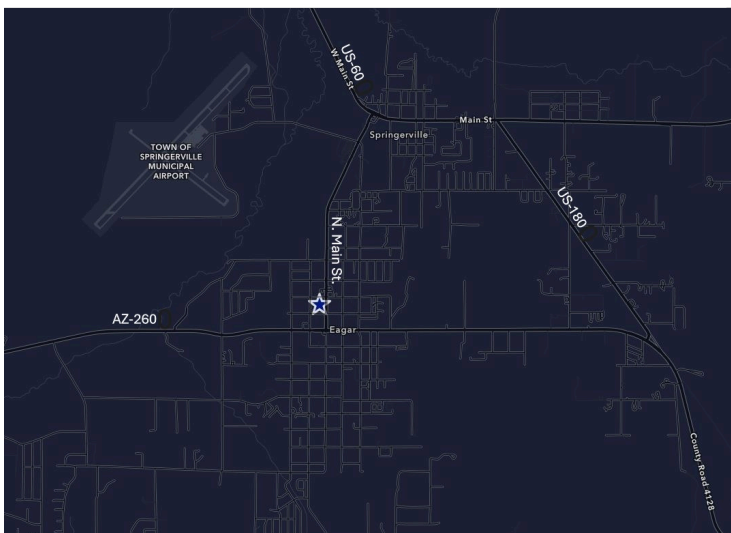
Project Overview

The Town of Eagar is situated in a vital crossroads of eastern Arizona, at the foot of the White Mountains and at the intersection of US-260 and US-191 – both crucial routes for freight and passenger travel through-out 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-260 corridor connecting the heart of Eagar to the greater eastern Arizona region and near the local intersection of E 2nd Avenue and N Harless Street), and provides both diversity and inclusion to the ways in which residents and travelers can move in the region.

This project is requesting \$524,300 to pair with a local match fund of \$100,000 to fully design and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

Town of Eagar, Arizona

Project Schedule

Planning in 2025, Design in 2026, Construction in 2027

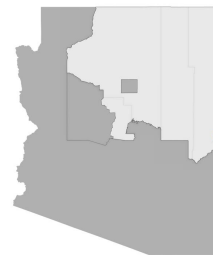
Project Cost

State Funding Request: \$524,300
Local Contribution: \$100,000
Total Project Cost: \$624,300

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



Luke Lane Dirt to Pavement Project with Broadway Street Pedestrian Connectivity



Project Overview

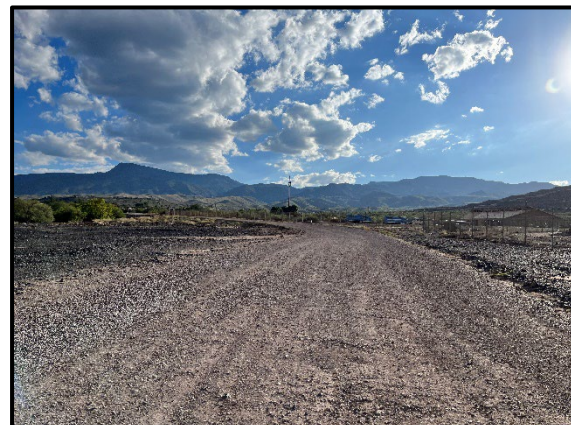
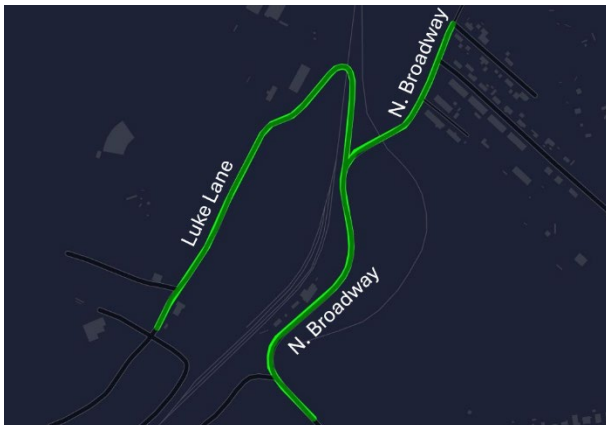
The Bitter Creek Industrial Area project, led by the Town of Clarkdale, aims to revitalize a historically and economically significant, but deteriorating section of the Town. Originally used for transporting copper and minerals from the Jerome mines, the area now supports tourism, freight rail, and local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

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

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

The project aligns with Clarkdale's strategic goals of enhancing community quality of life and supporting sustainable economic development. Key partners include Verde Canyon Railroad, Bent River Machine, and regional stakeholders. The total estimated cost is \$8,511,917, covering infrastructure upgrades, environmental mitigation, and safety enhancements. By improving transportation and connecting key commercial and residential areas, the project aims to support Clarkdale's vision of a vibrant, integrated community fostering regional growth. This project was voted as a regional priority by elected officials from more than 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

Town of Clarkdale, Yavapai County, Arizona



Project Schedule

Design in 2025-2026
Construction in 2026-2027



Project Cost

State Funding Request: \$8,256,560
Local Contribution: \$255,357
Total Project Cost: \$8,511,917



Contact Info

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



Location



Town of Clarkdale
AZ Legislative District 1
NACOG Region

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



Rodeo Road Pavement Replacement & Trail Connector



Project Overview

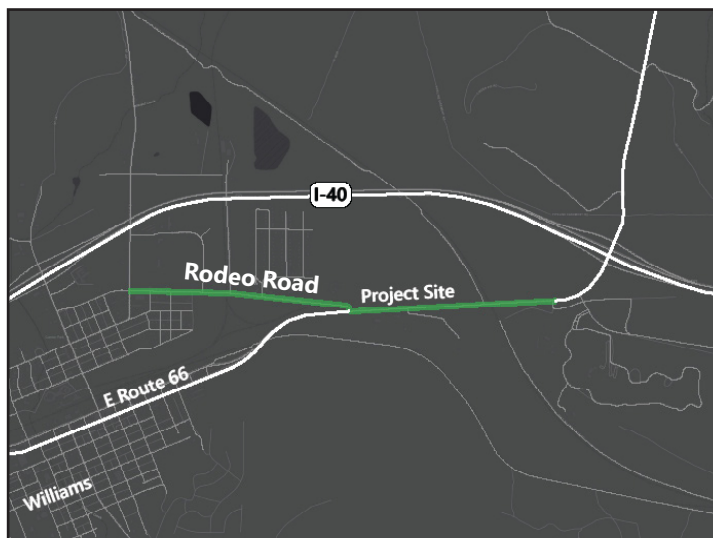
The City of Williams is experiencing an acceleration in growth, both in residents and visitors. While already a hub for visitors to northern Arizona for access to Grand Canyon National Park and other natural or historical at-tractions, plans for development within the City will enhance the appeal of 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 Road Pavement Replacement and Trail Connector project replaces pavement on a segment of roadway that has not been resurfaced in over 30 years, since it's initial paving in the mid-1980s.

This 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 pavement replacement project is a segment of the aforementioned circulation improvement plan. The full Williams Connectivity and Circulation Project includes a new east-west pathway and trail segment that branches off to the south towards down-town 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 \$4,259,087 to pair with a local match fund of \$489,239 to complete the project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

City of Williams, Arizona

Project Schedule

Design in 2025, Construction in 2026

Project Cost

State Funding Request: \$4,259,087

Local Contribution: \$489,239

Total Project Cost: \$4,748,326

Contact Info

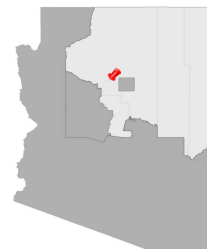
Tim Pettit

City Manager, Williams

928-635-4451 x201

tpettit@williamsaz.gov

Location



City of Williams
Coconino County
AZ Legislative District 7
NACOG Region



Beaver Creek Road Paving Design and Environmental Assessment



Project Overview

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

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

The initial design and environmental assessment for the Beaver Creek Road Paving project is estimated at \$1,433,518 with a local match allocation of \$212,380. The County's goal is to secure construction funding through the Federal Land Access Program in 2026, with strong backing anticipated from the National Park Service and the Coconino National Forest, both of which have previously endorsed the project. This initiative aligns with the County's strategic goals of enhancing infrastructure, improving public safety, and supporting economic development in the Verde Valley. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Project Lead

Yavapai County, Arizona

Project Schedule

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

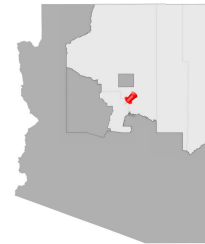
Project Cost

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

Contact Info

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

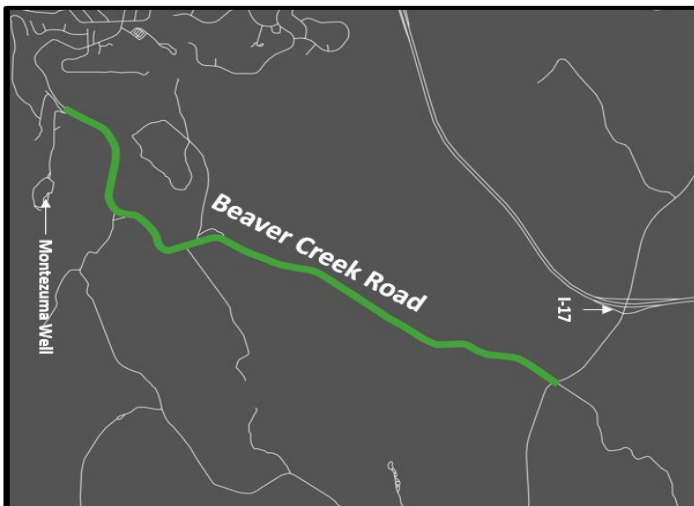
Location



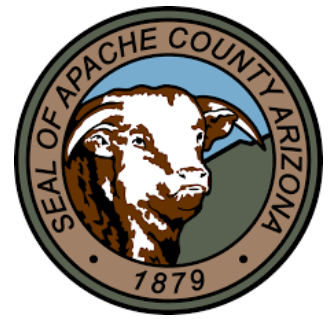
Yavapai County
AZ Legislative District 1
NACOG Region



Vicinity Map & Site Photo



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



Project Overview

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

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

This project is requesting \$665,500 to pair with a local match fund of \$60,000 to fully conduct this pilot study. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Site Photos



Project Lead

Apache County, Arizona



Project Schedule

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



Project Cost

State Funding Request: \$665,500
Local Contribution: \$60,000
Total Project Cost: \$725,500



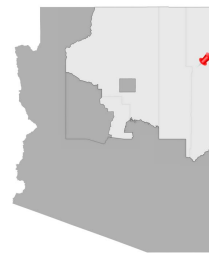
Contact Info

Anthony Bowler

County Engineer, Apache County
928-337-7528
abowler@apachecountyaz.gov



Location



Apache County
AZ Legislative District 6
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 \$7,390,365 to pair with a local match fund of \$100,000 to fully construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

Apache County, Arizona

Project Schedule

Construction in 2026

Project Cost

State Funding Request: \$7,390,365

Local Match: \$100,000

Total Project Cost: \$7,490,365

Contact Info

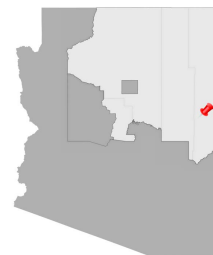
Anthony Bowler

County Engineer, Apache County

928-337-7528

abowler@apachecountyaz.gov

Location



Apache County
AZ Legislative District 6
NACOG Region



Montezuma Castle Highway

Roadway Widening and Multimodal Upgrades



Project Overview

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

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

The estimated cost for the proposed upgrades to Montezuma Castle Highway is approximately \$7,700,000 with a local in-kind contribution of \$750,000 composed of design, easements, outreach, and administrative costs. Given the Town of Camp Verde's economic limitations, securing regional funding is critical for advancing this project. The Town is actively seeking support from potential partners, including the Yavapai-Apache tribe, who stand to benefit from improved transportation links. This project aligns with broader objectives of modernizing local infrastructure, improving public safety, and supporting community development. This project was voted as a regional priority by elected officials of over 20 Northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Project Lead

Town of Camp Verde, Yavapai County, Arizona

Project Schedule

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

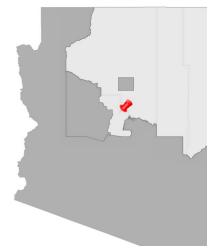
Project Cost

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

Contact Info

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

Location



Town of Camp Verde
AZ Legislative District 1
NACOG Region



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



Project Overview

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

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

The N. Lake Powell Boulevard Downtown Revitalization Project will attract new businesses and retain existing ones, support job creation and provide a wide range of services. This diversification is critical for economic resilience, especially in a region with seasonal tourism fluctuations. This project is requesting \$660,000 to design these improvements and \$8,000,000 for construction with a local match fund of \$5,000,000. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

City of Page , Arizona



Project Schedule

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



Project Cost

State Funding Request: \$8,660,000

Local Contribution: \$5,000,000

Total Project Cost: \$13,660,000



Contact Info

Kyle Christiansen

Public Works Director

928-645-4302

kchristiansen@pageaz.gov



Location



City of Page
Coconino County
AZ Legislative District 6
NACOG Region

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



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

Project Overview

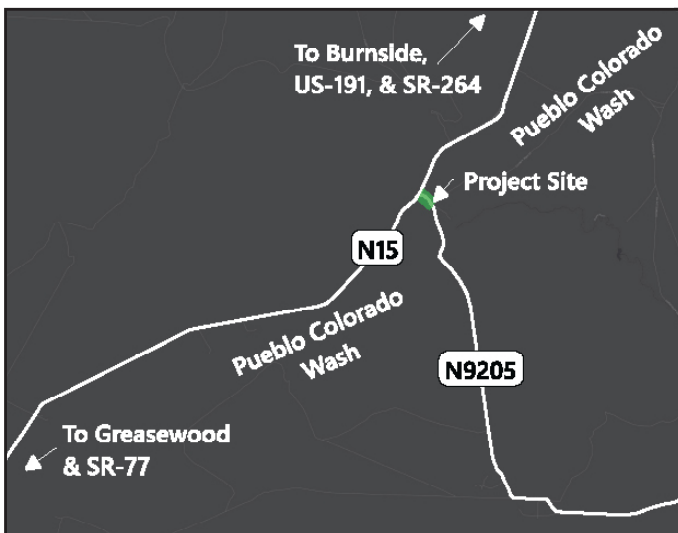
The Cornfields Chapter is one of 110 recognized chapters of the Navajo Nation and is located in the southeastern portion of the Navajo Nation within Apache County. It is home to an estimated 1,600 people. The community is generally isolated with the nearest commercial outlet at least ten (10) miles away,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

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

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

This project is requesting \$1,817,020 for construction to pair with a local match fund of \$266,000 already in place to fund design. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

Navajo Nation, Cornfields Chapter

Project Schedule

Planning & Design Complete
Construction in 2025-2027

Project Cost

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

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



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

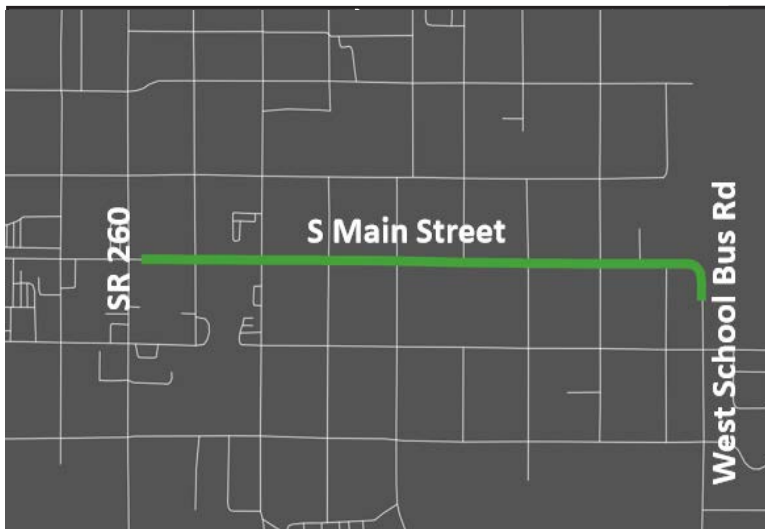
Project Overview

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

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

This project is requesting \$3,150,000 to combine with a local match fund of \$170,000 to fully design and construct these industrial zone improvements. By taking a proactive approach to addressing the major economic shift in the region, the Town of Eagar is setting the stage for a growing and vibrant economy in the years to come. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

Town of Eagar, Arizona

Project Schedule

Planning/Design Completed
Construction in 2026

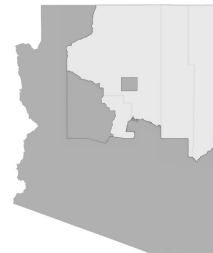
Project Cost

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

Contact Info

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

Location



Town of Eagar
Apache County
AZ Legislative District 6
NACOG Region



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

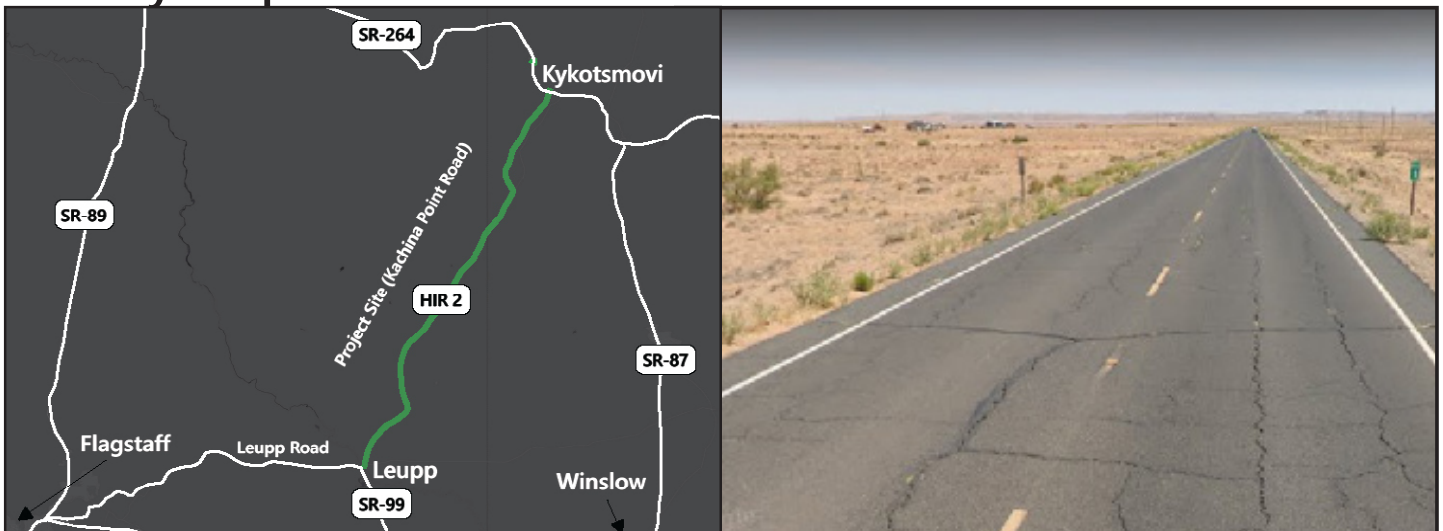
Project Overview

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

This project serves to restore the main road from the Hopi Tribe to the Navajo community of Leupp, AZ, from which access is available to the nearby cities of Winslow and Flagstaff, as well as other outlying Navajo communities. The public traveling north from Leupp would also have safe access to the major Navajo communities of Tuba City and Window Rock through Kachina Point Road as a result of this project. Improvements planned for this project include the milling of existing pavement, replacing it with a rubberized hot asphalt pavement, re-striping, and fully reconstructing two sections of the roadway. Phase 1 of this project extends from Kykotsmovi to the Navajo Boundary line (23 miles).

The safety improvements provided by this project are vital to the health and mobility of residents and visitors alike, and would also have a great effect on tourism, outside commerce, and greater through-traffic that all benefit local businesses. However, the greatest and most apparent impact will be upon the improvements to safety and ease of access to and from the Hopi Tribe. This project is already fully designed and shovel-ready, and is requesting \$17,719,050 to pair with a local match fund of \$16,046,677 to construct the first phase of these improvements, which consists of reconstructing as much of the roadway as possible and reassessing the roadway to determine the need and scope of a second construction phase in the coming years. This project was voted as a re-gional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.


Vicinity Map & Site Photo



 **Project Lead**
Hopi Tribe

 **Project Schedule**
Construction in 2025-2026

 **Project Cost**
State Funding Request: \$17,719,050
Local Contribution: \$16,046,677
Total Project Cost: \$33,765,727

 **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

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

East Woolford Road Extension



Project Overview

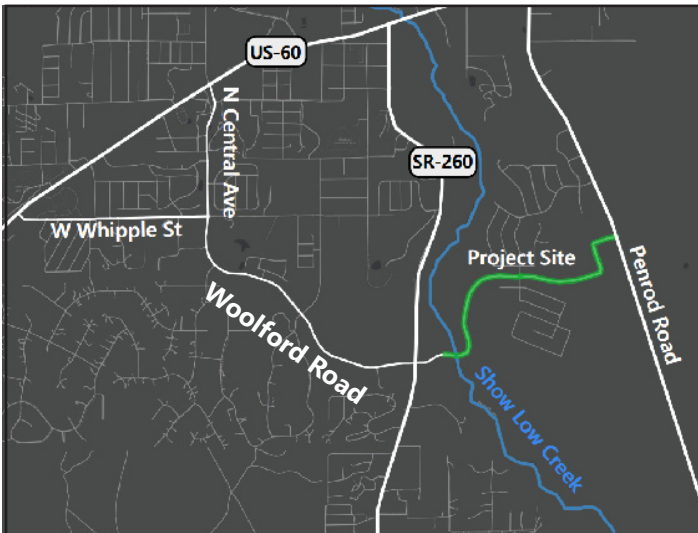
Woolford Road currently serves as a bypass from US-60 and SR-260 through Show Low, AZ. This corridor has the highest Average Daily Traffic (ADT) for a roadway section in the White Mountains region of Arizona that is not a state highway, seeing 17,165 vehicles per day in 2022.

The East Woolford Road Extension project will fund the construction of approximately 1 mile of new roadway, extending the existing road from its current terminus at SR-260 to South Penrod Road, as well as turn lanes on Penrod Rd safely connecting the new and existing road-ways. The new roadway segment will provide an additional regional option for traffic to access the major State highways in the area through construction of a roadway extension and bridge across Show Low Creek, thereby decreasing congestion on nearby roadways and allow the City of Show Low to accommodate for growth both within the city and across the region.

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

This project is already fully designed and shovel-ready, and requests \$6,500,000 to pair with a local match fund of \$7,560,000 to complete the project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

City of Show Low, Arizona



Project Schedule

Construction in 2025



Project Cost

State Funding Request: \$6,500,000
Local Contribution: \$7,560,000
Total Project Cost: \$14,060,000

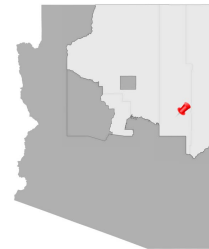


Contact Info

Christopher "Chris" Reid
City Engineer, Show Low
928-532-4090
creed@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



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



Project Overview

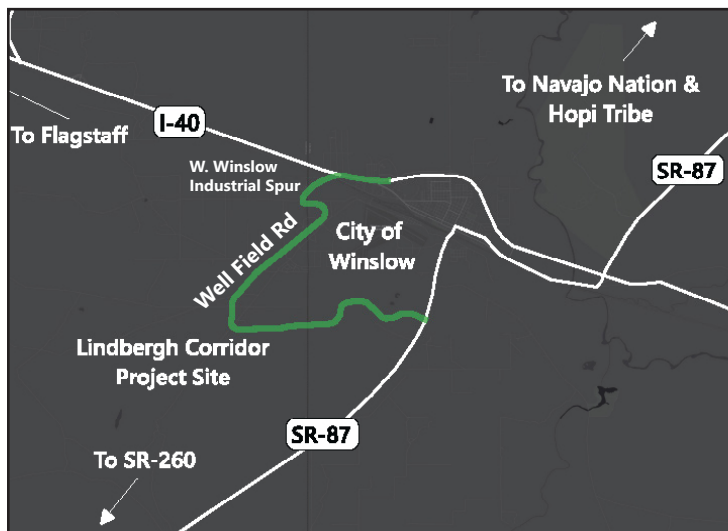
The Lindbergh Parkway project in the City of Winslow introduces a new corridor that greatly improves access between I-40 and SR-87 for commercial and industrial traffic, which currently must cross over railroad tracks and through the City of Winslow's downtown and even residential areas to access this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

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

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

This project is requesting \$2,095,800 to pair with a local match fund of \$322,200 to complete the planning, design, and the first phase of construction of this project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 28, 2025.

Vicinity Map & Site Photo



Project Lead

City of Winslow, Arizona

Project Schedule

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

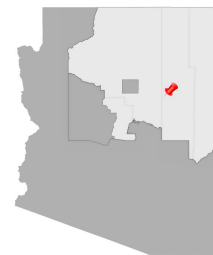
Project Cost

State Funding Request: \$2,095,800
Local Contribution: \$322,200
Total Project Cost: \$2,418,000

Contact Info

Tim Westover
Public Works Director, Winslow
928-289-2422
twestover@winslowaz.gov

Location



City of Winslow
Navajo County
AZ Legislative District 6
NACOG Region





**Sierra Vista Metropolitan Planning Organization
(SVMPO)**

General Fund Request

\$22,170,400

(Includes a \$3,100,00 transfer from SEAGO's allocation)

Moson Road Corridor



Project Overview

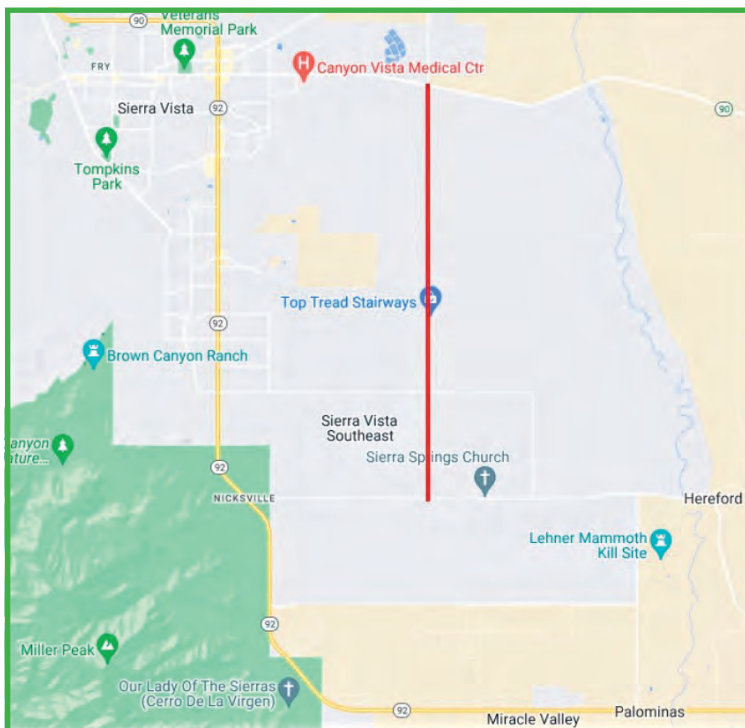
The Moson Road Corridor is the top ranked priority roadway improvement project in the regional Long-Range Transportation Plan. This eight-mile Major Collector links State Highway 90 to Hereford Road, which then links to State Highway 92. It serves as a critical emergency evacuation route, moving residents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

A pre-scoping study was completed in May of 2023. This study identified 22 needed drainage improvements; three intersection improvements with added turning lanes; wider shoulders for safety and reconstruction of the aging pavement surfaces. Project cost for needed improvements is now estimated at \$50 million. This project alone would absorb an estimated 40 years of County HURF funds available for their County roadway system.

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

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

Vicinity Map & Site Photo



Project Lead

Cochise County, Arizona



Project Schedule

Study began in March 2022

Design underway in January 2024

Construction to begin in 2026



Project Cost - \$50,000,000

State Funding Request: \$11,400,000

Existing State Commitment: \$6,100,000

Local Contribution: \$5,501,737



More Information

Jackie Watkins, P.E.

County Engineer, Cochise County

520-432-9313

JWatkins@cochiseaz.gov



Location



Cochise County
AZ Legislative District 19
SVMPO Region



Buffalo Soldier Trail Reconstruction



Project Overview

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

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


JARROD MORELAND
Colonel, U.S. Army
Commanding

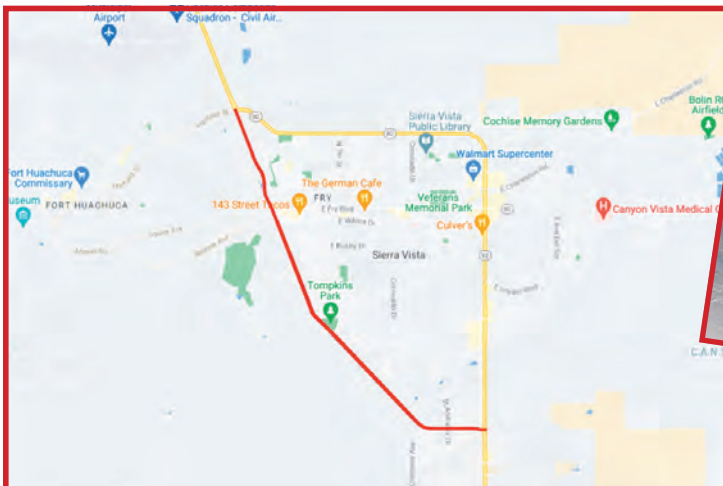
Over 10,000 vehicles per day rely on this former state highway route that now links SR90 to SR92. This corridor serves small local businesses, large residential neighborhoods, provides two Fort Huachuca access points, and routes goods and tourists to communities and recreational areas both to the north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

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

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

The Sierra Vista MPO Board, representing the City of Sierra Vista, Town of Huachuca City, and Cochise County, voted unanimously on October 23, 2024, to request state funding for this project.

Vicinity Map & Site Photo



Buffalo Solider Trail disintegrating roadway surface



Project Lead

City of Sierra Vista, Arizona



Project Schedule

Design to begin 2025

Construction phased in 2026 - 2029



Project Cost - \$24,200,000

State Funding Request: \$8,270,000

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

Local Contribution: \$600,000 (Design)

2024 Congressional Award: \$3,792,927



More Information

Sharon Flissar, P.E.

Public Works Director, City of Sierra Vista

520-458-5775

Sharon.Flissar@SierraVistaAz.gov



Location



Cochise County
AZ Legislative District 19
SVMPO Region



School Drive Improvements



Project Overview

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



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

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

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

The SVMPO Board, representing the Town of Huachuca City, the City of Sierra Vista, and Cochise County, unanimously voted on October 23, 2024, to request state funding for this project.

Vicinity Map & Site Photo



Project Lead

Town of Huachuca City, Arizona



Project Schedule

Design start in early 2027

Construction completed by late 2029



Project Cost - \$730,400

State Funding Request: \$700,400

Local Contribution: \$30,000



More Information

Suzanne Harvey

Town Manager, Huachuca City

520-456-1354

sharvey@huachucacityaz.gov



Location



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



Gila Street Improvements



Project Overview

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



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

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

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

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

Vicinity Map & Site Photo



Project Lead

Town of Huachuca City, Arizona



Project Schedule

Design start in early 2027

Construction completed by late 2029



Project Cost - \$1,870,000

State Funding Request: \$1,800,000

Local Contribution: \$70,000



More Information

Suzanne Harvey

Town Manager, Huachuca City

520-456-1354

sharvey@huachucacityaz.gov



Location



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





General Fund Request
\$39,557,600

8th Street Improvement Project



Project Overview

The project involves the reconstruction and widening of a portion of 8th Street, located in Graham County, Arizona. The extent of the project comprises a portion of 8th Street between Arena Way on the west and 1st Avenue on the east. The roadway length is approximately 0.65 miles. The western and eastern project limits are abutting the Town of Thatcher. The roadway's functional classification is Major Collector.

The existing roadway is a two-lane chip-sealed road with no paved shoulders. The Town of Thatcher is currently finishing a section of construction for their 8th Street Improvement Project (from 1st Ave to 20th Ave). This proposed project is intended to tie into the Thatcher's improvements and meet the same goals and objectives. Specifically, it provides safe access for pedestrians and cyclists to the existing Walmart Supercenter, Home Depot, local hospital and medical offices, and other businesses by providing curbs, sidewalks, and bike lanes in a community that has no public transportation. The project will also improve safety for vehicles by providing a center turn lane and improve current intersection sight distance issues.

This project is vital to Graham County and surrounding areas that are continuing to grow. The improved road will extend the road service life, allow for continued community growth, provide multi-modal transportation, and increase safety over the next 20+ years. 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 2027



Project Cost

Total Project Cost: \$2,535,000

State Funding Request: \$2,390,505

Local Contribution: \$144,495



Contact Info

Eric Angle

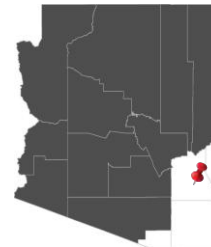
County Engineer

928.428.0410

eangle@graham.az.gov



Location



Graham 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 upgrades 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 2027



Project Cost

Total Project Cost: \$3,143,000

State Funding Request: \$2,963,849

Local Contribution: \$179,151



Contact Info

Barney Bigman

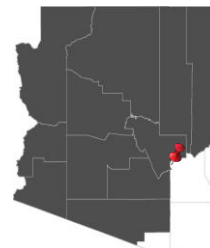
SCAT DOT

928.475.3222

barney.bigman@scat-nsn.gov



Location

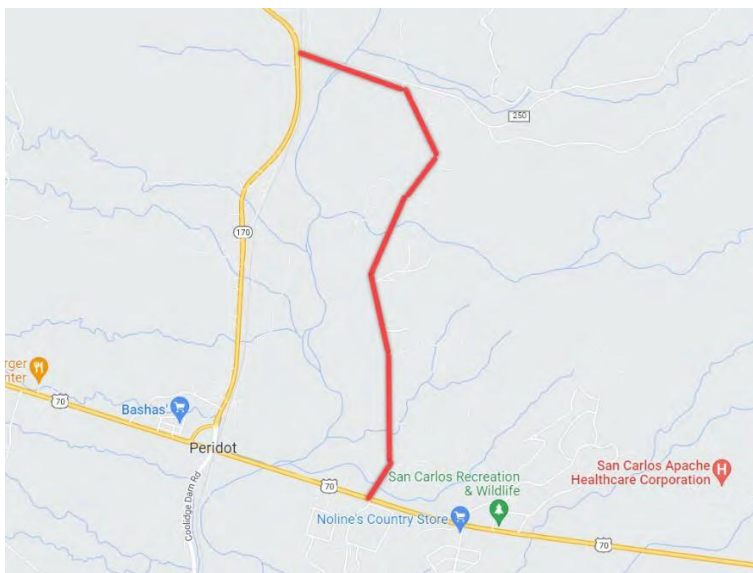


San Carlos Apache Tribe
Graham County
AZ Legislative District 6
SEAGO Region



SouthEastern Arizona
Governments Organization

Vicinity Map & Site Photo



Project Overview

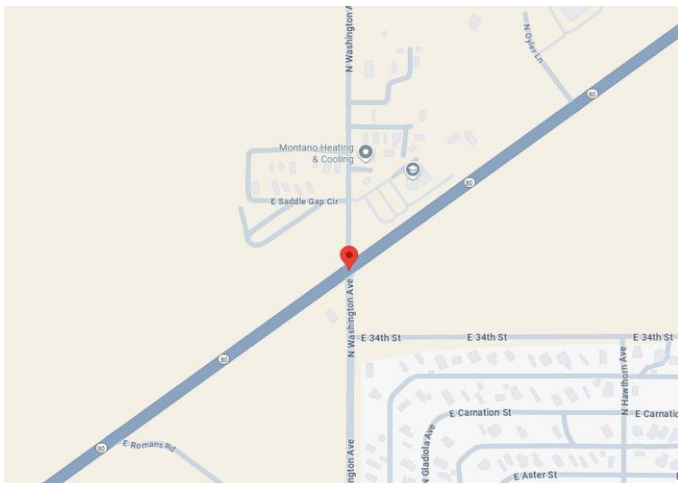
The project is located at the intersection of State Route 80 (SR 80) and Washington Avenue in the City of Douglas, Arizona. The proposed project extends approximately 1500 feet along SR 80 in both directions from the intersection and approximately 500 feet north and south along Washington Avenue.

The intersection of State Route 80 (E Highway 80) and Washington Avenue in the City of Douglas serves as a critical access point for local, school-related, and regional traffic. The existing geometry is a skewed, hard-angle intersection, with limited turning infrastructure. The northeast corner of the intersection includes a K–8 charter school with a defined parking lot and entrance, contributing to concentrated peak-hour activity during school pick-up and drop-off times.

This skewed- angle intersection experiences significant turning and cross-traffic volumes. SR 80 has a posted speed limit of 55 MPH, and Washington Avenue functions as a North–South Major Collector. The project includes construction of an eastbound left-turn lane from SR 80 to northbound Washington Avenue, as well as a westbound left-turn lane to southbound Washington Avenue. These improvements are expected to reduce turning conflicts, enhance safety, and improve overall traffic flow.

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 2027

Project Cost

Total Project Cost: \$1,500,000
State Surplus Request: \$1,250,000
Local Contribution: \$250,000

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



Downtown Revitalization Streetscape Project



Project Overview

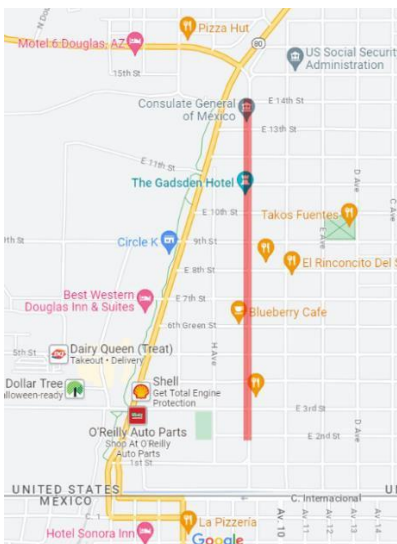
The Douglas Downtown Revitalization Streetscape Project encompasses G Avenue from 2nd Street to 14th Street, with project limits extending from the east building face to the west building face within the Right-of-Way of the study area.

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

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

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

Vicinity Map & Site Photo



Project Lead

City of Douglas, Arizona

Project Schedule

Construction in 2027

Project Cost

Total Project Cost: \$7,549,804
State Surplus Request: \$7,077,495
Local Contribution: \$472,309

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



Davis Rd Central Hwy to US 191



Project Overview

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

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

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

Project Lead

Cochise County, Arizona

Project Schedule

Construction in 2027

Project Cost

Total Project Cost: \$7,555,013
State Funding Request: \$7,083,377
Local Contribution: \$471,636

Contact Info

Brad Simmons
Engineering Manager
520.432.9310
bsimmons@cochise.az.gov

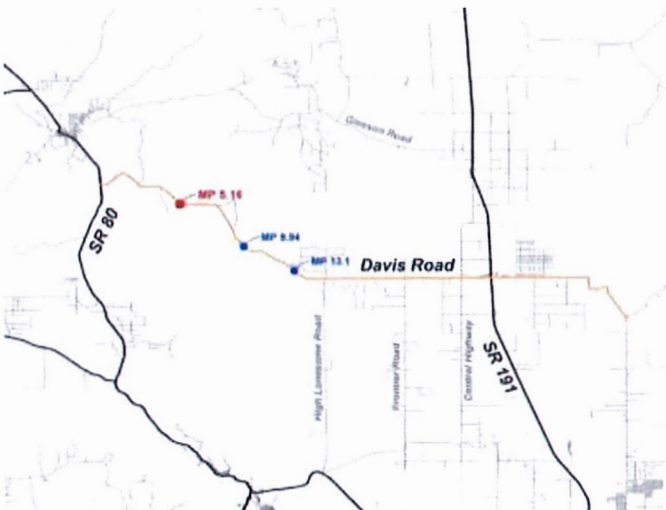
Location



Cochise County
AZ Legislative District 19
SEAGO Region



Vicinity Map & Site Photo



Davis Rd MP 5 & 13 Improvements



Project Overview

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

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

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

Project Lead

Cochise County, Arizona

Project Schedule

Construction in 2027

Project Cost

Total Project Cost: \$6,000,000

State Funding Request: \$5,617,000

Local Contribution: \$383,000

Contact Info

Brad Simmons

Engineering Manager

520.432.9310

bsimmons@cochise.az.gov

Location

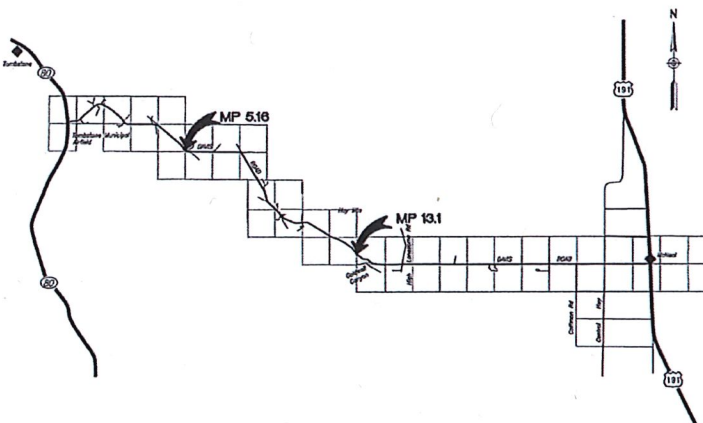


Cochise County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

Vicinity Map & Site Photo



High Street Improvements



Project Overview

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

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

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

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

Project Lead

Town of Duncan, Arizona

Project Schedule

Construction in 2027

Project Cost

Total Project Cost: \$1,962,611

State Funding Request: \$1,850,742

Local Contribution: \$111,869

Contact Info

Terry Hinton

Town Manager

928.428.2290

thinton@townofduncan.org

Location

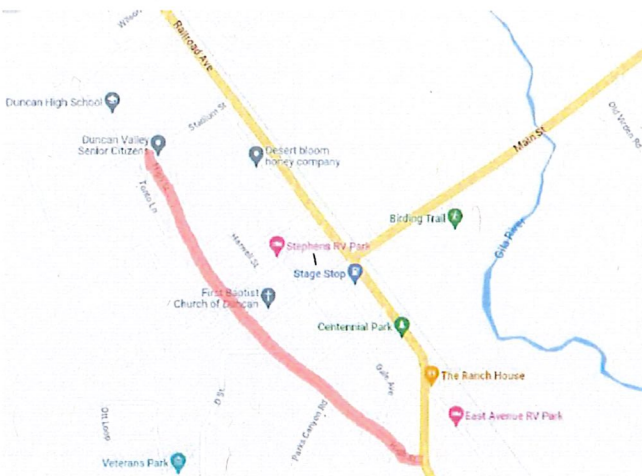


Town of Duncan
Greenlee County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

Vicinity Map & Site Photo



Reay Lane Improvements



Project Overview

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

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

The road use increase has been caused by the opening of mines on the north side of the valley and population increases. The mine traffic has many larger vehicles now traveling this roadway. The increase in agricultural equipment size has made the ability to pass safely more difficult. These vehicles frequently exceed the lane widths and run on the shoulders off the edge of the pavement causing the edge to break off and deteriorate. The design and Right of Way acquisition will take one year, and construction will be completed in the second year. The improved road will extend the road service life over the next 20-30 years and increase safety. This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona

Project Lead

Graham County, Arizona

Project Schedule

Construction in 2027

Project Cost

Total Project Cost: \$3,955,058

State Funding Request: \$3,729,620

Local Contribution: \$225,438

Contact Info

Eric Angle

County Engineer

928.428.0410

eangle@graham.az.gov

Location



Graham County
AZ Legislative District 19
SEAGO Region



SouthEastern 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 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 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.

Project Lead

Santa Cruz County, Arizona

Project Schedule

Construction in 2027

Project Cost

Total Project Cost: \$1,170,000
State Funding Request: \$1,103,310
Local Contribution: \$66,690

Contact Info

J. Leonard Fontes Jr.
Public Works Director
520.375.7830
jfontesjr@santacruzcountyaz.gov

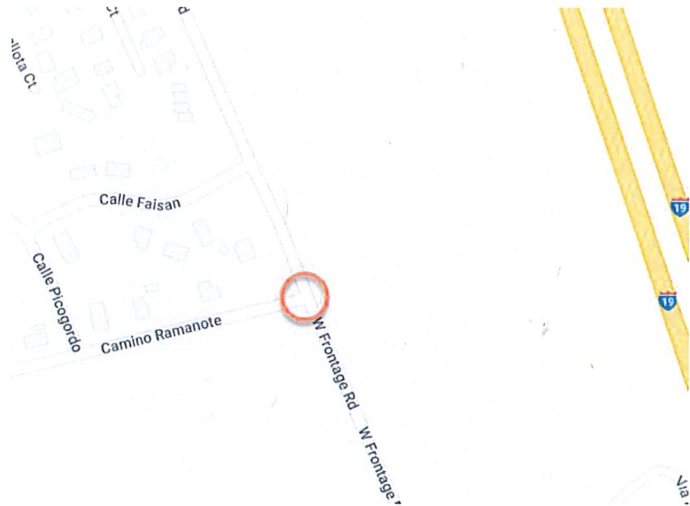
Location



Santa Cruz County
AZ Legislative District 21
SEAGO Region



Vicinity Map & Site Photo





Project Overview

The proposed street improvements will have a direct and significant economic benefit to the Nogales regional economy. These two roads are classified as Minor Arterials and connect to three State Routes: Grand Avenue (SRB19), I-19, and Mariposa Road (SR 189). These roads also provide direct access to two local schools and to the only hospital in the County.

The improvements will also provide benefits by improving the road conditions and reducing maintenance costs for business employees, customers, suppliers, and shippers accessing the properties on a routine and regular basis. According to the 2020 Census data, Nogales has a population of 19,770 people. In January 2025, the Nogales border crossings included 577,794 pedestrians and 799,593 personal vehicles. Thus, improvements to roads, parks, sidewalks, and commercial plazas will grow the Nogales economy.

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 2027



Project Cost

Total Project Cost: \$6,927,573
State Funding Request: \$6,532,701
Local Contribution: \$394,872



Contact Info

Juan C. Guerra
City of Nogales Engineer
520.287.6571
jguerra@nogalesaz.gov



Location

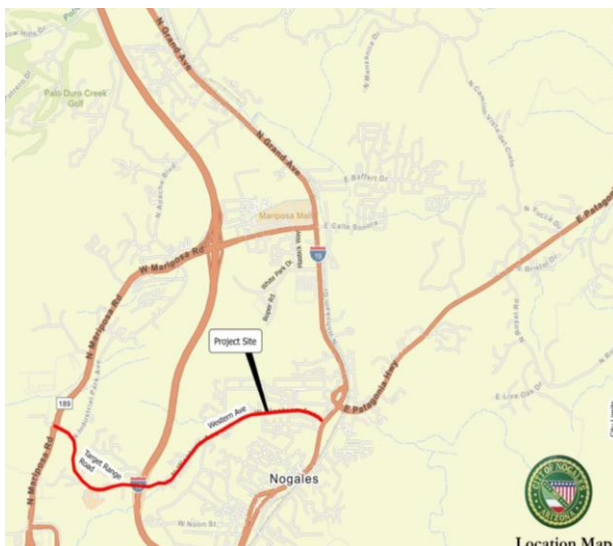


City of Nogales
Santa Cruz County
AZ Legislative District 21
SEAGO Region



SouthEastern Arizona
Governments Organization

Vicinity Map & Site Photo





General Fund Request

\$33,139,200

Project Overview

A significant intersection in Casa Grande’s Freight Corridor is Trezell Road and Jimmie Kerr Boulevard. The intersection is on Casa Grande’s designated truck route, providing access to railroad crossings and serving the city’s southwestern industrial area. The intersection is experiencing extreme congestion due to a single lane on Trezell, northbound traffic experiences queues caused by any left turn movement; these back-ups can potentially trap stopped vehicles on the railroad tracks. Safety is also an issue with the current configuration of the intersection. Crash data from 2017 to 2021 shows a total of 20 crashes involving 38 vehicles with 12 injuries and one fatality within 300 feet of Trezell Road/Jimmie Kerr Boulevard. Improving traffic safety and operation at this intersection is a high priority.

The proposed improvements for Trezell Road and Jimmie Kerr Boulevard include installing gates and a curbed median while widening the railroad crossing to add a northbound left-turn lane and modifying the signal to provide protected southbound and northbound left-turn movements. These improvements will enhance safety for residents and employees in manufacturing jobs and mitigate congestion as the intersection is projected to see significant increases in traffic volumes.

The State Funding request of \$8,284,800 equates to approximately twelve (12) years’ worth of funding compared to our standard federal apportionment. This project was vetted through the Sun Corridor MPO Technical Advisory Committee (TAC) and approved by the Sun Corridor MPO Executive Board on September 9, 2025.

Vicinity Maps & Site Photos



Project Lead

City of Casa Grande

Project Schedule

Design in 2026

Construction in 2026

Project Cost

Total Project Cost: \$10,584,800

State Funding Request: \$8,284,800

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

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



Procter & Gamble Roadway Improvements



Project Overview

The Procter and Gamble Roadway Improvement project is a joint venture between the City of Coolidge and Pinal County. The project includes upgrading three roadways in support of the new Procter & Gamble manufacturing facility that will be constructed on 427 acres within the Inland Port Arizona (IPAZ). The new \$500 million facility is expected to break ground in the near future and be operational by 2026, creating approximately 500 new jobs. While the addition of the Procter & Gamble manufacturing facility at the IPAZ will increase the number of jobs for Coolidge and the surrounding region, it will also mean a dramatic increase in traffic for the area. The Procter and Gamble Roadway Improvement project includes Arica Road, Shedd Road, and Vail Road. These roadways will serve as the northwest and southwest access points to the Procter & Gamble manufacturing facility, the first in Arizona.

Currently, Arica Road, Shedd Road, and Vail Road are 2-lane dirt roads. The proposed improvements for Arica Road from State Route 87 to Vail Road and Shedd Road from State Route 87 to Vail Road include constructing one mile of paved 2-lane roads with turn lane additions and signal installations on SR-87 along with railroad crossing improvements. The proposed improvements for Vail Road from Shedd Road to Hanna Road include construction of 2 miles of paved 2-lane road that includes utility relocations along the route. The construction of these roadways is needed to support the Procter & Gamble manufacturing site and will greatly improve traffic capacity and safety in the region. The design and right-of-way for the project is fully funded with the City of Coolidge contributing \$1.8M, making this project shovel ready.

The State Funding request of \$16,569,600 equates to approximately twenty-five (25) years' worth of funding compared to our standard federal apportionment. This project was vetted through the Sun Corridor Technical Advisory Committee (TAC) and approved by the Sun Corridor MPO Executive Board on September 9, 2025.

Vicinity Map & Site Photo



Project Lead

City of Coolidge

Project Schedule

Design in 2024

Construction in 2026

Project Cost

Total Project Cost: \$ 21,591,584

State Funding Request: \$16,569,600

Local Contribution: \$ 4,121,984 (19%)

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



Houser Road Improvement Project



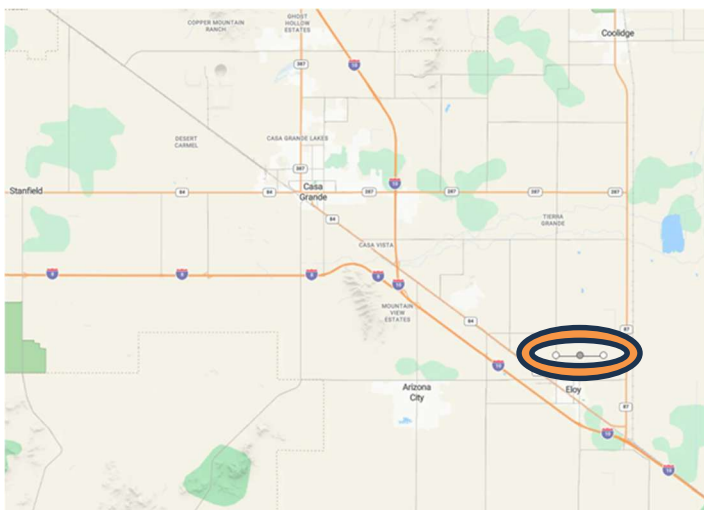
Project Overview

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

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

The State Funding request of \$8,284,800 equates to approximately twelve (12) years' worth of funding compared to our standard federal apportionment. This project was vetted through the Sun Corridor MPO Technical Advisory Committee (TAC) and approved by the Sun Corridor MPO Executive Board on September 9, 2025.

Vicinity Map & Site Photo



Project Lead

City of Eloy

Project Schedule

Design in 2024

Construction in 2026

Project Cost

Total Project Cost: \$8,284,800

State Funding Request: \$8,284,800

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





General Fund Request

\$30,331,200

Vicksburg Road Improvement



Project Overview

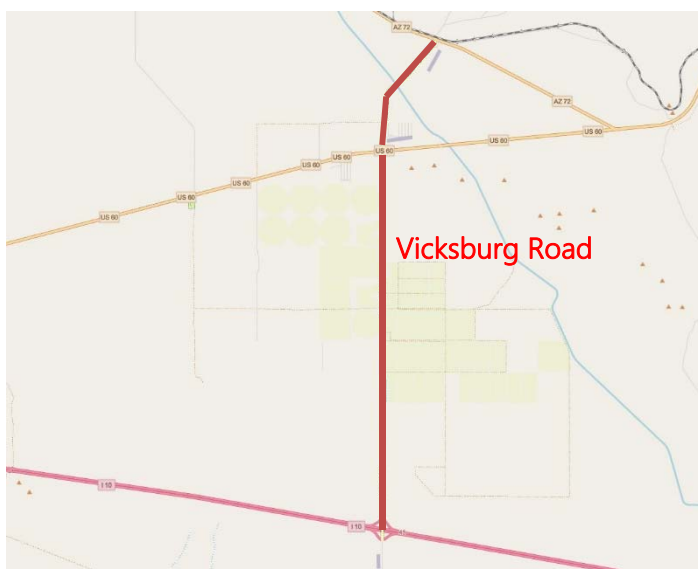
As the rate of interstate traffic continues to increase with the growing population, so does the strain on an already beleaguered infrastructure network.

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 2027



Project Cost

Project Total: \$11,363,955

State Funding Request: \$11,363,955



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



Bank Street Hard Surfacing



Project Overview

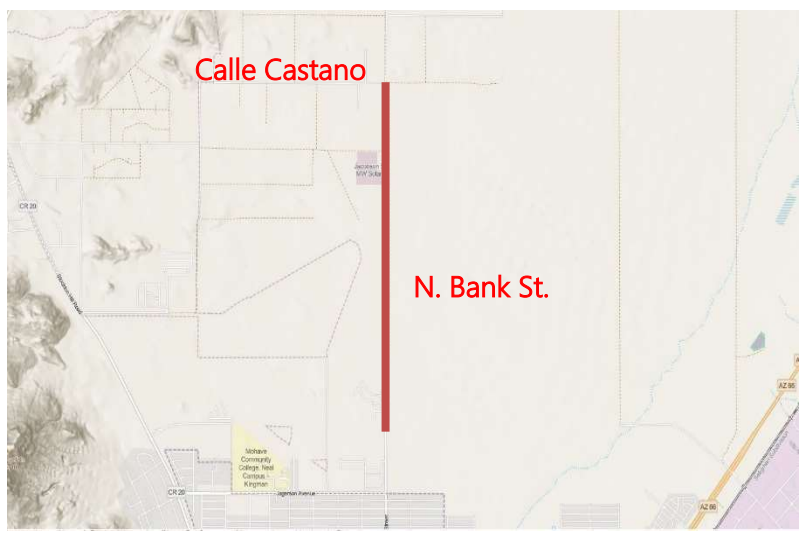
The greater Kingman area has and continues to realize rapid growth, particularly in residential development through its fringe areas within the unincorporated area of Mohave County. Bank Street functions as the primary north/south arterial thoroughfare through central Kingman.

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

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

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

Vicinity Map & Site Photo



Bank Street Project Limits
Grace Neal Parkway to Calle Castano Road

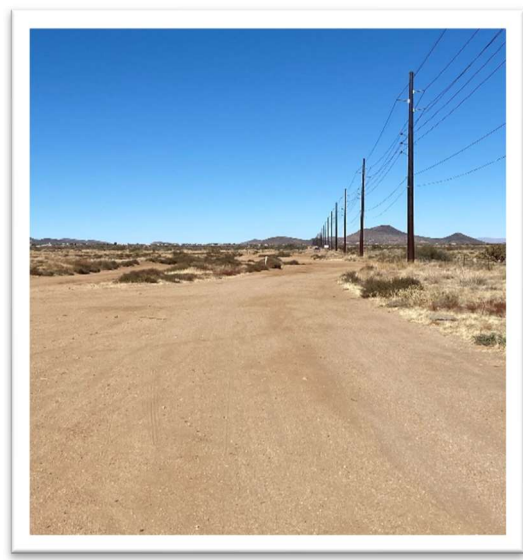
 **Project Lead**
Mohave County, Arizona

 **Project Schedule**
Construction in 2026

 **Project Cost**
Total Project Cost: \$1,750,000.00
State Funding Request: \$1,575,000
Local Contribution: \$175,000

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

 **Location**
City of Kingman
Mohave County
AZ Legislative District 30
WACOG Region

Mohave / Redwood Access Road



Project Overview

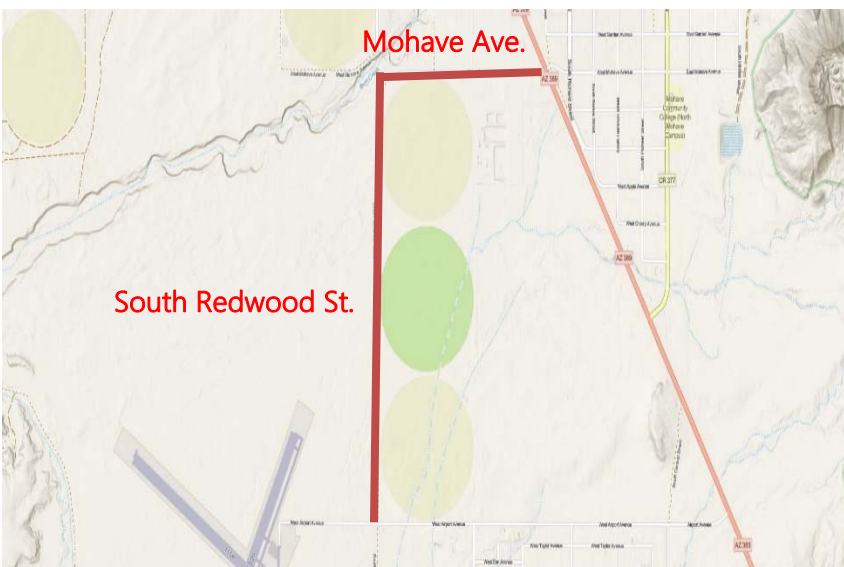
As the areas in and around the Town of Colorado City continue to develop, so do the daily strains of increasing local vehicle traffic.

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

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

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

Vicinity Map & Site Photo



Mohave Avenue and Redwood Street
State Route 389 to Airport Drive



Project Lead

Town of Colorado City, Arizona



Project Schedule

Construction in 2027



Project Cost

State Funding Request: \$1,007,980



Contact Info

Rick White

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



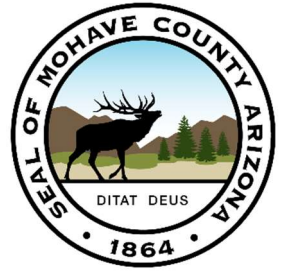
Location



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



Rancho Santa Fe Parkway



Project Overview

Rancho Santa Fe Parkway complements the ongoing I-40 Rancho Santa Fe Traffic Interchange construction in East Kingman. This Project proposes a 2-mile, two-lane parkway construction from the southerly City limits to Hualapai Mountain Road in Mohave County.

Rancho Santa Fe Parkway executes part of the Phase 2 Rancho Santa Fe Parkway construction – through the Mohave County unincorporated area – as planned in the Arizona Department of Transportation 2007 Design Concept Report for the traffic interchange and parkway. This Project has been programmed on the Mohave County 5-Year Capital Improvement Road Program since FY 2009-10.

Rancho Santa Fe Parkway through its inherent road connection and function will fuel East Kingman economic development and provide a beltway type function between Hualapai Mountain Road and the Kingman Airport Industrial Area with direct I-40 connection. It will positively impact local traffic flow and safety by shifting I-40 traffic from existing, City arterials to Rancho Santa Fe Parkway.

Rancho Santa Fe Parkway is a well-studied Project that establishes a priority regional link for traffic circulation and operations through greater East Kingman.

Project Lead

Mohave County, Arizona

Project Schedule

Design in 2026 **Construction** in 2027

Project Cost

Total Project Cost: \$10,000,000

State Funding Request: \$9,000,000

Local Contribution: \$1,000,000

Contact Info

Steven P. Latoski, P.E., PTOE

Public Works Director

Mohave County Public Works

928-715-1910

latoss@mohave.gov

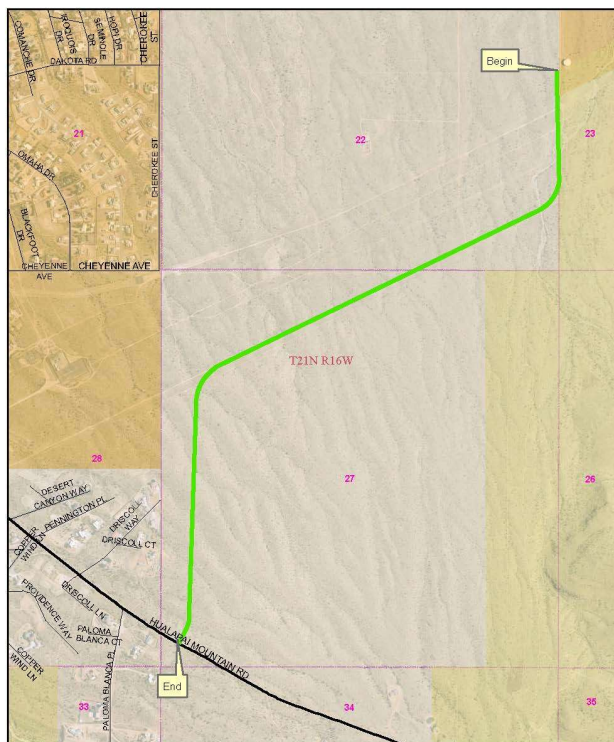
Location



Mohave County
AZ Legislative
District 30
WACOG Region



Vicinity Map



Rancho Santa Fe Parkway

BLM Land City Limits/City owned

Rancho Santa Fe Parkway Project Limits
Kingman City Limits to Hualapai Mountain Road



Flying Fortress Parkway

Project Overview

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

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

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

Vicinity Map & Site Photo



Flying Fortress Traffic Interchange
Interstate 40 North to N. Industrial Blvd.I



Project Lead

City of Kingman



Project Schedule

Design in 2026

Construction in 2027



Project Cost

Project Total: \$7,772,910

State Funding Request: \$7,384,265

Local & ADOT Contribution: \$388,645



Contact Info

Mike Garmon, PE

City Engineer

City of Kingman

928-753-8134

mgarmon@cityofkingman.gov

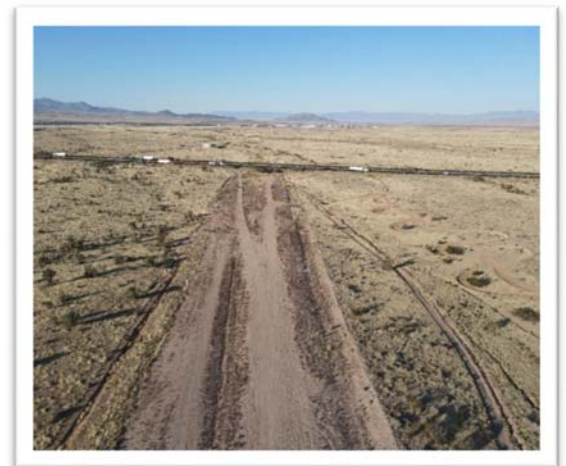


Location



City of Kingman
Mohave County
AZ Legislative
District 30

WACOG Region





General Fund Request

\$57,748,800

US-95, Gila River Bridge



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). Regionally, US 95 connects east-west Interstate 8 in Yuma to east-west Interstate 10 in Quartzsite, making it a logical connection for heavy truck traffic, including cargo going into or out of Mexico. Unfortunately, it is a two-lane highway in need of modernization and expansion improvements to efficiently serve this important function. Locally, US 95 is the main route providing access to Yuma's largest employer of civilians, the U.S. Army YPG.

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

In 2007, ADOT completed a Design Concept Report (DCR) and Environmental Assessment (EA) for US 95, from Avenue 9E to Aberdeen Road (MP 31.8-47.8) to widen the roadway from 2 lanes to 5 lanes with 8' shoulders. Over the past few years, the DCR limits have been separated into smaller segments completing roadway widening from Avenue 9E (MP 31.8) to Wellton-Mohawk Canal Bridge (MP 38.5). The remaining 10-mile section of US 95 from the Wellton Mohawk Canal to Aberdeen Road received funding through the 2023 RAISE Grant award for final design. This 10-mile section is currently being designed as two projects. First, is the Wellton Mohawk Canal to Imperial Dam Road portion (5.3 miles), the current estimated cost is \$107.6 million. Second is the Imperial Dam Rd. to Aberdeen Rd., which is at 4.7 miles. The current estimated cost is \$75.8 million.

This State funding request is for \$38.7 million to fund the construction of the Gila River Bridge. The project would extend the 5-lane section from Wellton-Mohawk Canal Bridge through the Gila River Bridge and tie the roadway back into a 2-lane section just south of Adair Park Road. This would include removing the existing bridge and constructing a new bridge over the Gila River.



Project Lead

Arizona Department of Transportation



Project Schedule

Construction in FY 2027



Project Cost

Total Project Cost: \$107.6 Million
State Funding Request: \$38,756,016

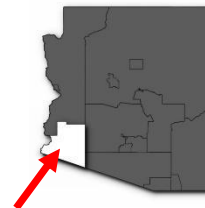


Contact Info

Paul Patane
Southwest District Administrator
928-317-2115
ppatane@azdot.gov



Location

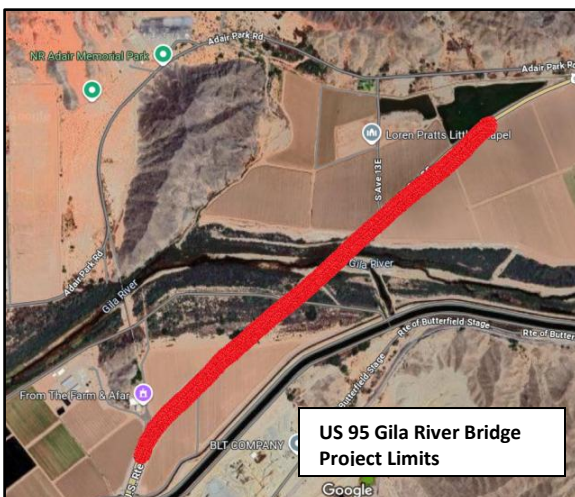


ADOT
Yuma County
AZ Legislative District 25
YMPO Region



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Vicinity Map & Site Photo



US-95 Corridor: 3 Segments

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

Phase II (Co. 17th to Avenue D)



Project Overview

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

This project limit is 18 miles. Project will mill and overlay three inches along the whole corridor, in three phases of approx. equal lengths and costs. The project serves five local agencies in the Yuma region. Phase I was funded in FY24 and construction completed in FY25 for \$5.9M. This request is to fund Phase II which is estimated to cost \$8.64M. Design for Phase II is approximately 95% complete. No new r/w is needed.

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

Phase 2 of 3 of the entire project will be constructed with the \$8.34M State funding request and a local contribution of Highway Users Revenue Fund (HURF). This project was nominated by the Yuma County staff as the highest priority project. Local Partnering agencies are Cities of Yuma, Somerton and San Luis, Cocopah Indian Tribe, and Yuma County.

Project Lead

Yuma County

Project Schedule

Design in 2025

Construction in 2026

Project Cost

Total Project Cost: \$20,270,000

State Funding Request: \$8,340,000

Local Contribution: \$300,000

Phase II: \$8,640,000

Contact Info

Frank Sanchez, PE

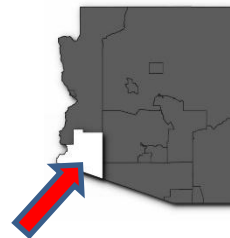
County Engineer

Yuma 928-817-5120

francisco.sanchez@yumacountyaz.gov

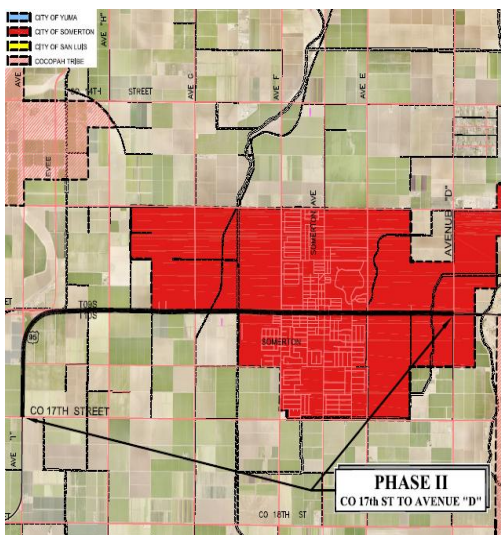
Location

Yuma County
AZ Legislative District 23
YMPO Region

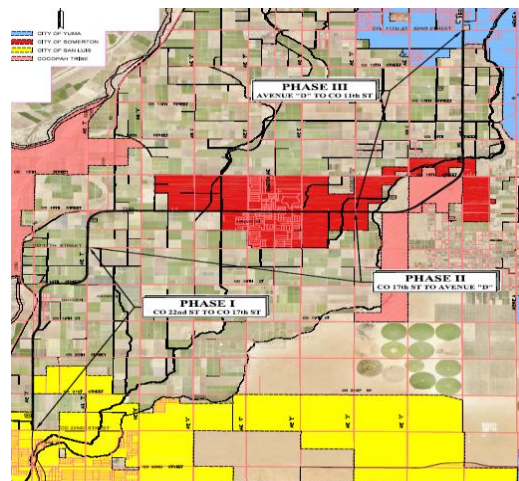


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Phase II



Vicinity Map



Main Street (US-95) Improvements Downtown Redevelopment Phase 1



Project Overview

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

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

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

This project will be designed and constructed in phases with \$1,652,784 requested from State funding local contribution of \$52,000. This project was nominated by city staff as the high priority project. Design will be completed in 2025 and construction expected in 2026/27.



Project Lead

City of Somerton



Project Schedule

Design: 2025

Construction: 2026



Project Cost

Total Project Cost: \$1,704,784

State Funding Request: \$1,652,784

Local Contribution: \$52,000



Contact Info

Charles Gutierrez

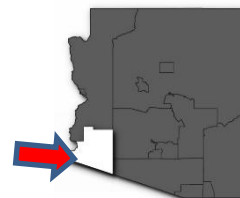
Public Works Director

Somerton 928-722-7371

Charlesgutierrez@somertonaz.gov



Location



City of Somerton

Yuma County

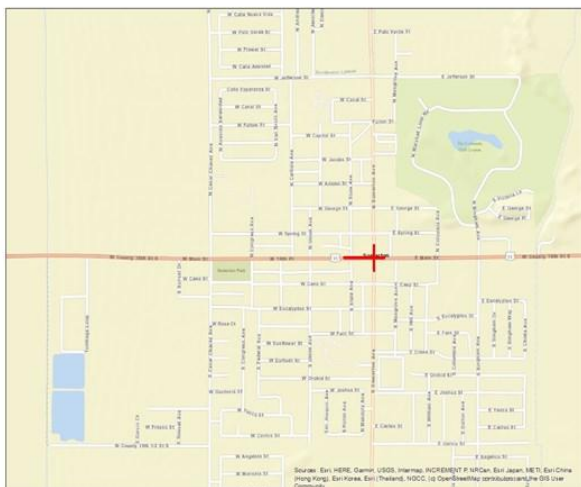
AZ Legislative District 23

YMPO Region

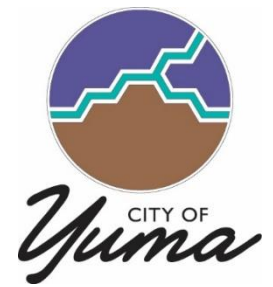


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Vicinity Map & Site Photo



40th Street / SR 195 At-Grade Intersection



Project Overview

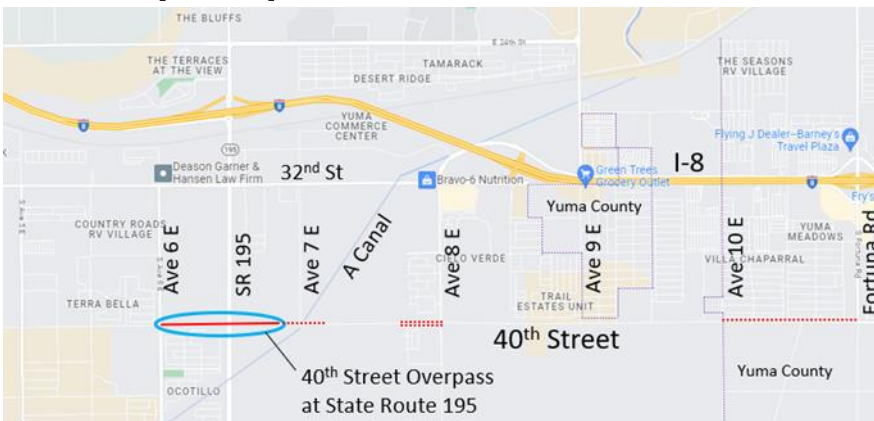
The City of Yuma is experiencing rapid growth south of Interstate 8 from State Route 195 to the Fortuna Rd. Local east-west travel in the area is limited to the I-8 Frontage Rd system and 32nd Street due to the lack of major arterials roadways. The lack of east-west arterials results in congestion on the I-8 Frontage Rd system and 32nd Street. Seven fatal crashes have occurred from Ave 6E to Fortuna Rd from 2017 to 2021. Improvements to 40th Street are needed to improve safety and facilitate existing traffic volumes and future travel demands in the area. The City of Yuma has identified the 40th Street / State Route 195 At-Grade Intersection project as a project of regional significance.

The City of Yuma is currently developing a Design Concept Report (DCR) and Environmental Assessment (EA) to improve 40th Street from Avenue 6 E to Fortuna Rd in FY-24-25-26 which includes an At-Grade Intersection at State Route 195.

Improvements to 40th Street would be accomplished in phases as funding becomes available. Initially, the City of Yuma will construct the intersection improvements at 40th Street / Ave 7E in fiscal year 2026. A five-lane facility could then be constructed from Ave 6E to Avenue 7E when funding becomes available, anticipated for fiscal year 2027. Ultimately, 40th Street would be extended easterly to Fortuna Road as a joint effort with Yuma County when federal funding becomes available (possibly in FY 27 from of a Multimodal Project Discretionary Grant (MPDG) grant).

Funding for final design, right-of-way and construction of 40th Street from Avenue 6E to Avenue Ave 7E is needed. This project is an excellent candidate for the Rural Transportation Advocacy Council (RTAC) because the project will include at grade crossing of State Route 195 that will facilitate east-west travel for current and future growth of the City of Yuma.

Vicinity Map & Site Photo



Project Lead

City of Yuma, Arizona



Project Schedule

Design in FY 2026-2027

Right-of-Way in FY 2026-2027

Construction in FY 2027-2028



Project Cost

Total Project Cost: \$8.9 M

State Funding Request: \$6 M

Local Contribution: \$2.9 M



Contact Info

Dave Wostenberg

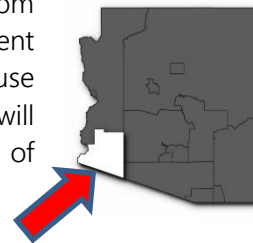
Director of Engineering

928-373-4522

Dave.Wostenberg@yumaz.gov



Location



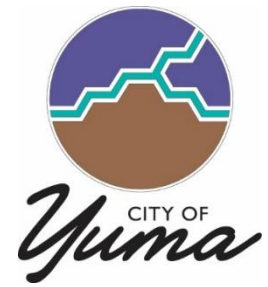
City of Yuma
AZ Legislative District 23
YMPO Region



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Traffic Signal Upgrades



Project Overview

In general, the project consists of upgrading the remainder of the City of Yuma Traffic Signals to communicate with the newly built Traffic Management Center (TMC) within the City of Yuma's Public Works/Engineering Department located at 155 W. 14th Street. For implementing traffic operational improvements to the remaining intersections.

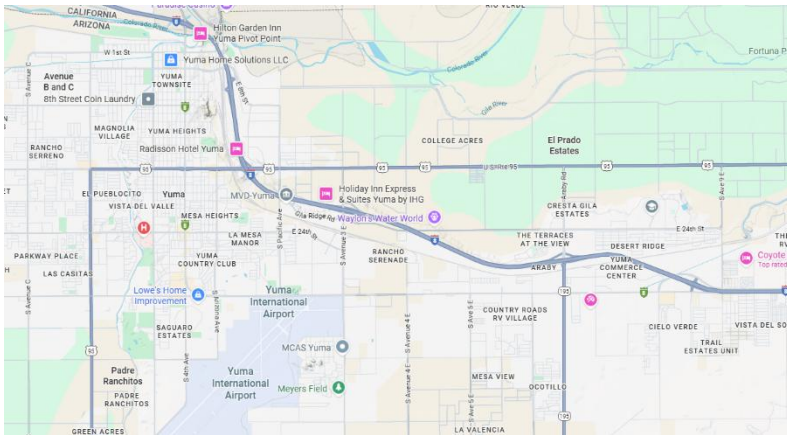
The project will upgrade 33 traffic signals throughout the City of Yuma to provide video/data communications with the TMC. The project will also include the optimization of signal timing.

The signal upgrades will improve safety and traffic operations by facilitating real-time monitoring of traffic that will enable early incident detection, notification and emergency response capabilities.

The Traffic Signal Upgrades project is the final part of an overall project provide an Intelligent Transportation System (ITS) for the City of Yuma. Information from the TMC will be integrated with a traffic management website in the future for public and media notification. It is also proposed that the City of Yuma would provide Traffic Management Services to the surrounding communities.

This project is an excellent candidate for the Rural Transportation Advocacy Council (RTAC) because it will facilitate safe travel for the region.

Vicinity Map & Site Photo



Project Lead

City of Yuma

Project Schedule

Construction in FY 2026

Project Cost

Total Project Cost: \$3,300,000

State Funding: \$3,000,000

Local Contribution: \$300,000

Contact Info

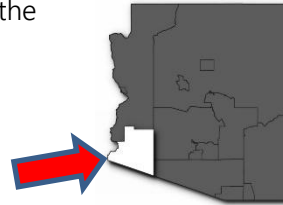
Dave Wostenberg

Director of Engineering

928-373-4522

Dave.Wostenberg@yumaaz.gov

Location



City of Yuma
AZ Legislative Districts 23 & 25
YMPO Region



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