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# MEMORANDUM

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Date: March 18, 2014

To: The Honorable Chair and Members  
Pima County Board of Supervisors

From: C.H. Huckelberry  
County Administrator 

Re: **Additional Transportation Investment Information Requested by the Board of Supervisors at the Meeting of February 18, 2014**

In addition to responses related to Supervisor Ally Miller's request to reallocate already budgeted General Funding to road repair and maintenance, which was addressed in my February 26, 2014 memorandum to the Board, the Board also requested additional information regarding the distribution of the Department of Transportation (DOT) annual operating and maintenance expenses by supervisorial district.

### Pavement Repair Only Recently a Transportation Issue

Only recently has the issue of pavement repair and rehabilitation become an interest in public policy discussions regarding transportation expenditures. The City of Tucson passed a \$100 million general obligation bond issue for pavement repair and rehabilitation in November 2012. The measure was approved by a scant 936 votes of the approximately 144,000 votes cast. The Arizona Legislature has essentially ignored transportation funding or financing for 23 years. Congress has essentially done the same, and now we have national reports with increasing frequency regarding the state of disinvestment in our national, state and local transportation systems. These national reports began with the October 2013 TRIP Report in which Tucson ranked fifth worst for poor road conditions and, recently, the 2014 National Association of Counties report. Very recently, the Michigan Department of Transportation issued a "Reality Check" information sheet, which addresses that State's critical funding shortage and deteriorating roadway conditions. This is not a local County problem; it is a statewide and national problem.

Finally, a March 2014 report by Smart Growth America documents how states are spending too much on new roads and neglecting the repair and maintenance of existing highways. For the period 2009 through 2001, Arizona spent the third least on road repairs, or only 17 percent of total revenues.

### Transportation Service Demand Factors by District

In order to determine an appropriate allocation of transportation resources by district, it is important to understand the transportation demand factors in each district. These demand

factors most closely approximate the number of road miles for maintenance in each district. These road miles are divided into three general categories: 1) Arterial Roadways, where most travel occurs, both in frequency and volume; 2) Collector Roadways, which are moderate-capacity roads that move traffic from Local Streets to Arterial Roads; and 3) Local Roadways, which carry the least traffic volume and are generally little traveled roadways that provide access to individual homes or private property.

Attachment 1 is a listing by supervisorial district of these three classifications of roadways. Attachment 1 demonstrates that the district with the highest number of arterial and collector roadways is District 3 at 36.77 percent, and the district with the least is District 5 at 5.38 percent. For local roadways, District 1 has the largest mileage, or 37.4 percent, of the total local miles. District 2 has the least local roadways at 5.9 percent. Please note that this information only represents paved roadway miles that are maintained by Pima County. The County also has added maintenance responsibilities for a number of unpaved roads in the unincorporated area of the County. Since the current discussion surrounds road repair and maintenance, primarily pavement repair and rehabilitation, unpaved roadway mileage will not be included in the present discussion. Table 1 below summarizes the total paved road mileage (arterial, collector and local) by district.

**Table 1: Total Paved Roadway Miles by Supervisorial District.**

<b>District</b>	<b>Paved Roadway Miles</b>	<b>Percent of Total</b>
1	592	31.91
2	115	6.20
3	524	28.25
4	482	25.97
5	142	7.65
<b>Totals</b>	<b>1,855</b>	<b>100.00</b>

The County's pavement repair and preservation priority is the arterial and collector roadway system. This is the system with the highest traffic volumes and highest speeds which, if not properly maintained, create safety hazards. Local roadways, while important from the perspective of any individual resident who lives along the roadway, are not high priorities for pavement repair and rehabilitation based on the safety needs of the entire County-maintained transportation system.

Cost of Transportation Services by District

Attachment 2 provides the budgeted costs by district for this fiscal year. Distribution is generally based, within most DOT budget subsections, on the amount of road mileage in

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each supervisorial district that is operated and maintained by the County. It should be noted that County road mileage is based on mileage the County is obligated to operate and maintain within the unincorporated area of Pima County.

Two expense items are directly allocated based on utilization and benefit to a specific supervisorial district. First, the transit expenditure now paid to the Regional Transportation Authority to provide transit services in the unincorporated area for both regular and special needs is allocated by utilization or transit routes directly attributable to the district in the unincorporated area. Second, the amount of the annual debt service for Highway User Revenue Fund (HURF) bonds is allocated by district in accordance with bond capital improvements that have been made within the district.

As can be seen from Attachment 2, the County spends nearly \$58 million annually maintaining the streets and highways and paying the debt service associated with the issuance of Highway User Revenue Fund (HURF) bonds for capital improvements related to highway and capacity or increasing the traffic capability of the roadways that have been widened. These expenses range from administration and engineering to maintenance operations. An interesting fact associated with the operations budget for highway maintenance and contrary to popular belief: most of the maintenance operations funding spent to maintain the streets and highways within Pima County are spent on local roads. Of the total \$14.7 million spent for maintenance operations, \$10,121,777 is spent on local streets and highways. This represents 69 percent of maintenance expenditures. The district with the highest maintenance expenditure on local roads is District 1.

Attachment 2 summarizes the cost allocation by district of the aggregate adopted operating and maintenance budget of the DOT and the annual debt service for HURF bond debt repayment for Fiscal Year (FY) 2013/14. As can be seen, Supervisorial District 1 is allocated the most revenue, 39.3 percent, to provide transportation services within the district followed by District 3, District 4, District 2 and District 5. The district with the least cost allocation is District 5, which receives only 6.8 percent. Table 2 below summarizes total transportation expenditures by district.

**Table 2: Total Transportation Expenditures by Supervisorial District.**

District	Amount	Percent of Total
1	\$22,746,406	39.3
2	5,954,294	10.3
3	13,704,209	23.7
4	11,587,071	20.0
5	3,945,876	6.7
<b>Totals</b>	<b>\$57,937,856</b>	<b>100.0</b>

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### Transportation Capacity and Safety Improvements a Priority

Capacity improvements are primarily widening a two-lane roadway to a four-lane or six-lane divided roadway and are usually confined to the arterial highway system. Collector roadways generally have few, if any, capacity improvements; except at major intersections or for left turning movements to connecting streets. Local roadways almost never receive capacity improvements, except where a local roadway may intersect with a collector or arterial highway.

In the past, the County has made, before and during implementation of the early years of the bond program, transfers of County HURF funds to the capital program to facilitate what was deemed to be the most urgent need within the County at the time; that being providing added transportation capacity, since added transportation capacity has a direct correlation with overall roadway safety.

Transportation resources that are scarce are generally prioritized to make capital investments related to increased capacity, since capacity improvements provide improved safety for the urban arterial highway system and at the same time provide significant and substantial user benefits associated with reduced congestion and improved travel times, as well as reduced vehicular-related air pollution. It is for this reason that the priority implementation of transportation improvements in the last two decades has been to add increased capacity to the system. The 1997 HURF bond issue was for the primary purpose of adding transportation system capacity. It was not for pavement repair or rehabilitation. The transportation excise tax election of the Regional Transportation Authority in 2006 was for the primary purpose of adding transportation system capacity; whether it is for roadways or for transit systems. It was not for pavement repair and rehabilitation.

Past focus has been where it needed to be in providing fundamental capacity and mobility, as well as safety to the regional transportation system in the unincorporated area of Pima County. Average daily traffic is a classic indicator of the need to widen or improve a highway. Typically, when a two-lane arterial roadway in an urban environment approaches use by 12,000 to 15,000 vehicles per day, capacity improvements, or widening, become necessary. Table 3 below is a representative list of arterial highway segments that have been widened and improved with capacity improvements for the 1997 HURF bond program, with the average daily traffic (ADT) in 1997 before the roads were improved and the ADT now being experienced on these roadways. Clearly, the most important priority for transportation investment in the last 20 years has been in making capacity and safety improvements.

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**Table 3: Widening and Capacity Improvements for the 1997 HURF Bond Program.**

<b>Project</b>	<b>Total Bond Cost</b>	<b>1997 ADT*</b>	<b>Current ADT*</b>
River Road: First Avenue to Campbell Avenue	\$21,968,507	29	52
River Road: La Cholla Boulevard to La Cañada Drive	3,500,000	17	38
Valencia Road: Mark Road to Camino de la Tierra	19,422,081	17	37
Thornsdale Road: Orange Grove Road to Ina Road	1,000,000	24	34
Thornsdale Road: Ina Road to Cortaro Farms Road	16,772,738	21	29
Catalina Highway: Tanque Verde to Houghton Road	9,075,128	11	15
Orange Grove Road: Thornsdale Road to Oracle Road	268,569	21	29
La Cholla Boulevard: Omar Drive to Magee Road	9,835,125	18	24
Valencia Road: Mission Road to Interstate 19	12,213,634	29	47

*\*ADT in 1,000s from Pima Association of Governments Historic Traffic Volumes Maps, 1997-1998 and 2012.*

Distribution by District of 1997 HURF Bond Projects

Table 4 below represents the total bond expenditures by district authorized from the 1997 transportation HURF bond issue. This bond issue was primarily focused on capacity improvements based on urbanization and population growth within the County and primarily focused on the unincorporated area with some allocations made to City of Tucson projects based on the request of the Mayor and Council. This table clearly illustrates that District 1 has been the recipient of the largest expenditure of 1997 HURF bonds by 62 percent of the total expended to date. This is in contrast to District 3, which has the equivalent road mileage to District 1, where there has been only 4.1 percent of 1997 HURF bonds spent to benefit highway capacity improvements in District 3.

**Table 4: 1997 HURF Bond Expenditures by District.**

<b>District</b>	<b>Amount*</b>	<b>Percent of Total</b>
1	\$156,746,801	62.44
2	33,259,241	13.25
3	10,369,023	4.13
4	27,427,653	10.93
5	23,234,605	9.25
<b>Totals</b>	<b>\$251,037,323</b>	<b>100.00</b>

*\*These amounts do not include projects that cross multiple districts.*

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Clearly, the residents of District 1 have received most of the transportation improvements from the HURF bond program.

Transportation Capital Improvements by District and Source of Revenue for Capacity and Safety

The maps and project listings in Attachment 3 represent every major transportation-related capital improvement since 1997; both RTA-related projects and those projects that have been improved using other revenue sources, including annual County HURF funds that had previously been transferred to the Capital Improvement Program.

The value of transportation capital improvements by district is shown in Table 5 below. Clearly, and once again, District 1 received the highest value of transportation improvements: \$266 million, or 57 percent, of the total funding expended.

**Table 5: Transportation-related Capital Improvements by District with Other Funds.**

District	Amount	Percent of Total
1	\$265,570,359	56.63
2	43,718,819	9.32
3	31,423,555	6.70
4	94,643,565	20.18
5	33,609,532	7.17
<b>Totals</b>	<b>\$468,965,830</b>	<b>100.00</b>

*\* These amounts do not include projects that cross multiple districts.*

Table 6 below contains the total HURF bond project improvements and other funded major capital improvements since 1997, by supervisorial district.

**Table 6: Total HURF Bond Project Improvements and Other-funded Major Capital Improvements Since 1997, by Supervisorial District.**

District	HURF Bond Projects	Other-funded Major Capital Improvements	Total	Percent of Total
1	\$156,746,801	\$265,570,359	422,317,160	58.65
2	33,259,241	43,718,819	76,978,060	10.69
3	10,369,023	31,423,555	41,792,578	5.80
4	27,427,653	94,643,565	122,071,218	16.95
5	23,234,605	33,609,532	56,844,137	7.89
<b>Totals</b>	<b>\$251,037,323</b>	<b>\$468,965,830</b>	<b>720,003,153</b>	<b>100.00</b>

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County Highway Pavement Repair and Preservation by District and Roadway Classification

Attachment 4 shows the mileage and condition of local roads (5A) and major roadways (5B) by district. Attachment 5A shows the cost per district to remediate arterial and collector roadways. Attachment 5B shows the remediation cost per district for local roadways.

The total cost for remediating the arterial and collector roadways within the County is \$95.6 million; and for local roads, it is \$168.4 million. Clearly, the arterial and collector roadways are in better condition than the local roadways. Table 7 below shows the cost by district to improve the condition of failed, poor, fair and good condition arterial and collector roadways.

**Table 7: Estimated Costs for Condition Improvements to Arterial and Collector Roadways (rated in failed, poor, fair and good condition).**

District	Total Miles	Estimated Cost	Percent of Total
1	121	17,888,250	18.71
2	39	4,979,125	5.21
3	219	41,022,500	42.91
4	174	25,947,875	27.14
5	30	5,764,500	6.03
<b>Totals</b>	<b>583</b>	<b>\$95,602,250</b>	<b>100.00</b>

Table 8 below shows the cost by district to improve the condition of failed, poor, fair and good condition local roadways.

**Table 8: Estimated Costs for Condition Improvements to Local Roadways (rated in failed, poor, fair and good condition).**

District	Total Miles	Estimated Cost	Percent of Total
1	413	\$75,335,000	44.74
2	55	8,402,750	4.99
3	214	34,541,250	20.51
4	218	34,678,500	20.59
5	98	15,433,000	9.17
<b>Totals</b>	<b>998</b>	<b>\$168,390,500</b>	<b>100.00</b>

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While there are significant issues with overall pavement preservation in the highway system within the unincorporated areas of Pima County, the arterial and collector system cost and remediation is significantly less than the cost to repair and remediate local roads. To adequately repair both requires an increase in user-fee related transportation funding.

### Conclusions

A summary of the various analyses contained in this report indicate the following:

**Paved Roadway Mileage.** District 1 has the greatest mileage of County paved roadways at 592, or nearly 32 percent; followed by District 3 at 524 miles, or just over 28 percent; District 4 at 482, nearly 26 percent; District 5 at 142, almost 8 percent; and District 2 at 115, miles, just over 6 percent.

**Cost of Condition Improvements, Arterial and Collector Roadways.** A review of the estimated costs for condition improvements to arterial and collector roadways indicates a breakdown by district as follows:

- District 3, with 219 miles and \$41 million (almost 43 percent);
- District 4 follows at 174 miles and nearly \$26 million;
- District 1 is ranked third at 121 miles and nearly \$18 million;
- District 5 is next with 30 miles and almost \$5.8 million; and
- District 2 has 39 miles with an estimated cost of nearly \$5 million.

**Cost of Condition Improvements, Local Roadways.** A review of the estimated costs for condition improvements to local roadways indicates a breakdown by district as follows:

- District 1, with 413 miles, at \$75,335,000, or 44.74 percent;
- District 4, with 218 miles, at \$34,678,500, or 20.59 percent;
- District 3, with 214 miles, at \$34,541,250, or 20.51 percent;
- District 5, with 98 miles, at \$15,433,000, or 9.17 percent; and
- District 2, with 55 miles, at \$8,402,750, or 4.99 percent.

**Annual Transportation Department Revenue Allocations.** At \$22,746,406, or 39.3 percent, District 1 received the largest revenue allocation of the Transportation Department's FY 2013/14 budget, followed by:

- District 3 at \$13,704,209, or 23.7 percent,
- District 4 at \$11,587,071, or 20 percent,
- District 2 at \$5,954,294, or 10.3 percent, and
- District 5 at \$3,945,876, or 6.7 percent.

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*HURF Bond Expenditures.* An analysis of 1997 HURF bond expenditures by district indicates that District 1 received the greatest amount of expenditures at \$156,746,801, or 62.44 percent. The next highest expenditure was District 2 at \$33,259,241, or 13.25 percent; followed by District 4 at \$27,427,653 (10.93 percent), District 5 at \$23,234,605 (9.25 percent), and District 3 at \$10,369,023 (4.13 percent).

*Non-HURF Expenditures.* A similar analysis of transportation-related capital improvements paid for with non-HURF bond funding indicates that, again, District 1 received highest value of transportation improvements at \$265,570,359, or 56.63 percent of the total. District 4 received the second highest amount at \$94,643,565, or 20.18 percent. District 2 ranked third at \$43,718,819, or 9.32 percent; followed by District 5 at \$33,609,532, or 7.17 percent; and District 3 at \$31,423,555, or 6.7 percent.

*Total Expenditures.* Since 1997, District 1 has received nearly 59 percent, or \$422.3 million, in HURF bond and other-funded transportation capital improvements. Of these total expenditures, District 4 received nearly 17 percent; while District 2 received almost 11 percent, District 5 received almost 8 percent and District 3 received nearly 6 percent.

The residents of District 1 have been the beneficiaries of a vast majority of transportation project dollars (59 percent) within Pima County for the last 15 years. These expenditures were and continue to be appropriate, as they were in response to the most critical transportation needs of the unincorporated area of the County – capacity or road widening improvements. In addition, the County continues to spend most of the Transportation budget maintaining the roadways within District 1 –nearly 40 percent of the annual Transportation budget.

The County has and continues to invest significant funds in transportation capacity and widening improvements, over \$720 million since 1997, and for pavement maintenance and repair. It is clear, however, that previous sweeps of HURF funds, as well as declining user-fee revenues, have adversely impacted our ability to appropriately maintain our roadways, and increased sources of transportation revenue must be developed.

CHH/mjk

Attachments

c: John Bernal, Deputy County Administrator for Public Works  
Priscilla Cornelio, Transportation Director

**PAVED ROADWAY MAINTENANCE MILEAGE BY SUPERVISORIAL DISTRICT**

District	Arterial		Collector		Arterial + Collector (Subtotal)			Local		Totals	
	Miles	%	Miles	%	Miles	%		Miles	%	Miles	%
1	88	45.13	61	12.87	149	22.27		443	37.35	592	31.91
2	26	13.33	19	4.01	45	6.73		70	5.90	115	6.20
3	21	10.77	225	47.47	246	36.77		278	23.44	524	28.25
4	49	25.13	144	30.38	193	28.85		289	24.37	482	25.98
5	11	5.64	25	5.27	36	5.38		106	8.94	142	7.65
<b>Totals</b>	<b>195</b>	<b>100.00</b>	<b>474</b>	<b>100.00</b>	<b>669</b>	<b>100.00</b>		<b>1,186</b>	<b>100.00</b>	<b>1,855</b>	<b>100.00</b>

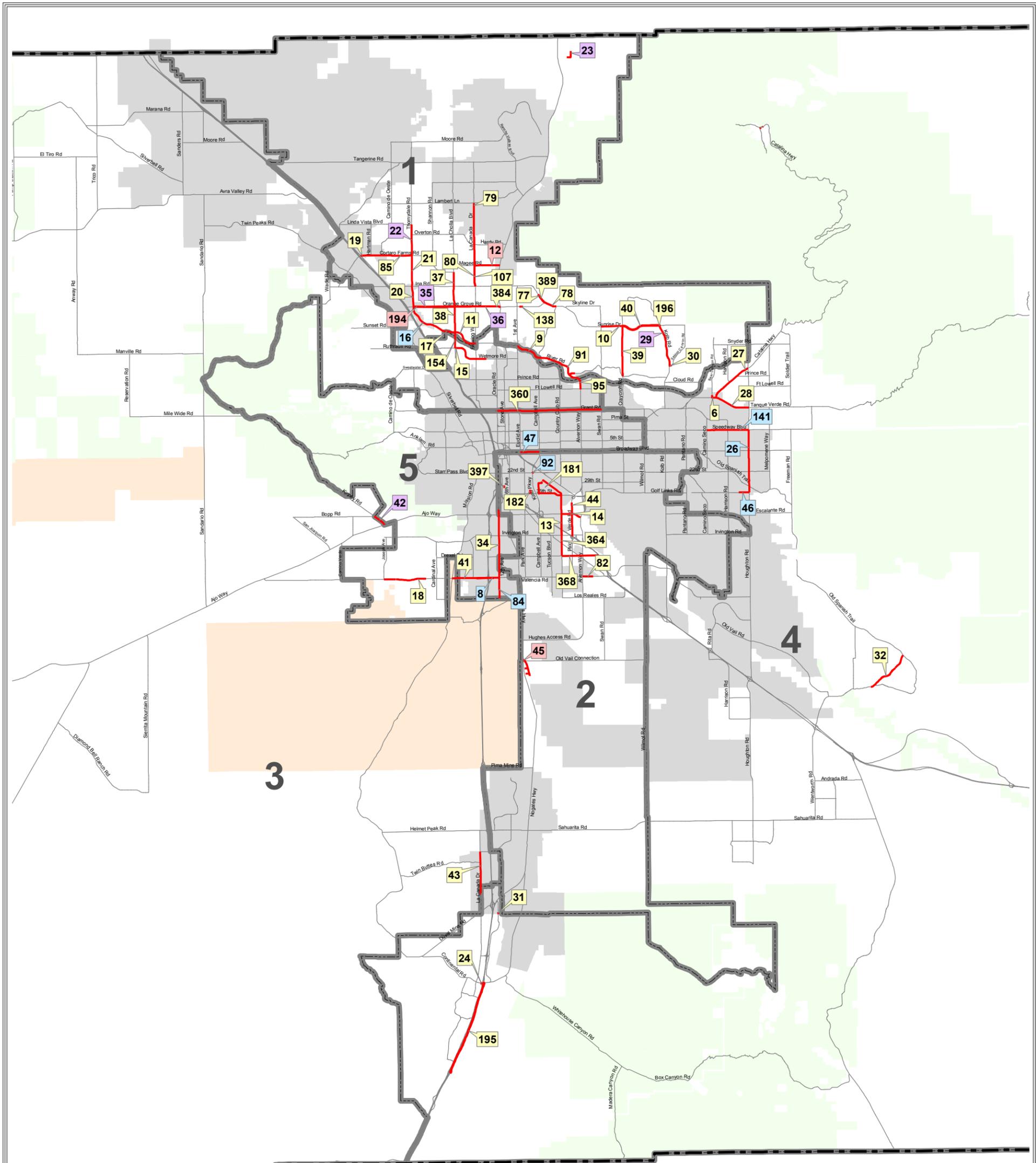
**ALLOCATION OF FISCAL YEAR 2013/14 BUDGETED TRANSPORTATION COSTS**

		Supervisorial District					
		Totals	1	2	3	4	5
System Maintenance and Operation							
Percentage of Miles Maintained (paved and unpaved)		100	29	6	32	26	7
Operations							
S321	Transportation Engineering	\$1,067,920	309,697	64,076	341,734	277,659	74,754
S322	Administration	1,570,184	455,353	94,211	502,459	408,248	109,913
S323	Transportation Systems – Public Transit <sup>1</sup>	5,871,722	2,254,495	422,229	1,902,984	586,355	705,659
S323	Transportation Systems	1,159,728	336,321	69,584	371,113	301,529	81,181
S410	Director's Office <sup>2</sup>	8,550,297	2,479,586	513,018	2,736,095	2,223,077	598,521
S411	Field Engineering	1,649,682	478,408	98,981	527,898	428,917	115,478
S412	Maintenance Operations	14,718,304	4,268,308	883,099	4,709,857	3,826,759	1,030,281
	<i>Arterial</i>		597,563	185,451	141,296	344,408	82,423
	<i>Collector</i>		426,831	132,465	1,507,154	994,957	175,148
	<i>Local</i>		3,243,914	556,352	3,061,407	2,487,393	772,711
S413	Traffic Engineering Services	5,495,402	1,593,667	329,724	1,758,529	1,428,804	384,678
S461	Capital Improvement Project Programming – Operations	194,028	56,268	11,642	62,089	50,447	13,582
	<b>Subtotal Operations</b>	<b>\$40,277,267</b>	<b>\$12,232,103</b>	<b>\$2,486,564</b>	<b>\$12,912,758</b>	<b>\$9,531,795</b>	<b>\$3,114,047</b>
Transportation Debt Service on HURF Bonds <sup>3</sup>		17,660,589	10,514,303	3,467,730	791,451	2,055,276	831,829
Percentage of Transportation Debt Service on HURF Bonds		100.0	59.5	19.6	4.5	11.7	4.7
<b>TOTAL TRANSPORTATION FY 2013/14 BUDGET</b>		<b>\$57,937,856</b>	<b>\$22,746,406</b>	<b>\$5,954,294</b>	<b>\$13,704,209</b>	<b>\$11,587,071</b>	<b>\$3,945,876</b>
<b>PERCENTAGE OF TOTAL TRANSPORTATION FY 2013/14 BUDGET</b>		<b>100.0</b>	<b>39.3</b>	<b>10.3</b>	<b>23.7</b>	<b>20.0</b>	<b>6.8</b>

<sup>1</sup>Based on Suntran Routes (including Sunvan) and Special Needs and Rural Transit

<sup>2</sup>\$2.98 million in administrative overhead and salaries; \$1.54 million in risk management and insurance; \$475,000 in motor pool charges; and \$368,000 in utility and communications costs are among the costs included in this category.

<sup>3</sup>Based on 1997 HURF projects within each supervisorial district



### Completed Transportation HURF Bond Projects (Excludes DOT-57 Safety Program)

- |   |                              |   |                                      |
|---|------------------------------|---|--------------------------------------|
|  | HURF Bond Projects           |  | HURF Bond Projects                   |
|  | Board of Supervisor District |  | HURF Bond Projects City of Tucson    |
|  | Incorporation                |  | HURF Bond Projects Under Development |
|   |                              |  | HURF Bond Projects on Hold or Future |



Scale 1:300,000

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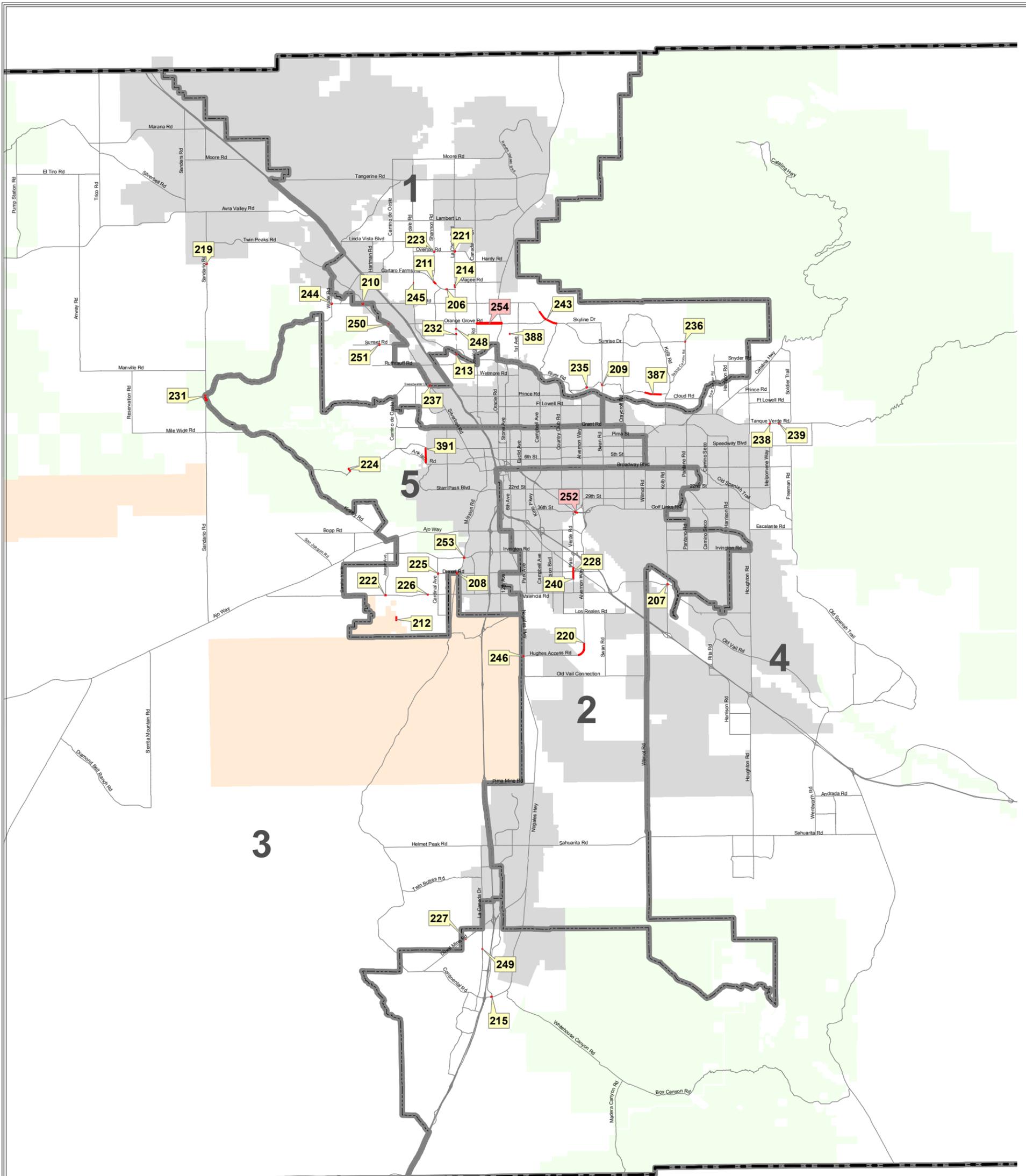
**HURF Bond Projects (excludes DOT-57 Safety Program)**

<b>Map Label</b>	<b>Bond Number</b>	<b>Project Name</b>	<b>Bond Expense</b>	<b>Other Funding</b>	<b>Total Expense</b>
6	DOT-54	Mt. Lemmon Shuttle Parking	\$ 1,779,561	\$ 510,482	\$ 2,290,043
9	DOT-01	River Road: First to Campbell Ave	\$ 15,500,000	\$ 6,468,507	\$ 21,968,507
10	DOT-02	Sunrise Drive: Swan to Craycroft A	\$ 4,999,999	\$ 10,305,332	\$ 15,305,331
11	DOT-03	River Road: La Cholla Blvd. to La Cañada Dr.	\$ 3,500,000	\$ -	\$ 3,500,000
13	DOT-12	Country Club Road: 36th Street to Milber	\$ 11,792,152	\$ 618,523	\$ 12,410,675
14	DOT-13	Ajo Way: Country Club to Alvernon	\$ 3,341,123	\$ 3,417,006	\$ 6,758,129
15	DOT-14	Wetmore/Ruthrauff Rd: La Cholla-Fairview	\$ 7,800,000	\$ 17,199,495	\$ 24,999,495
17	DOT-16	River Road: Shannon to La Cholla	\$ 862,028	\$ -	\$ 862,028
18	DOT-17	Valencia Road: Mark Road to Camino de la Tierra	\$ 5,799,999	\$ 13,622,082	\$ 19,422,081
19	DOT-18	Cortaro Farms Rd: UPRR to Camino de Oeste (Marana Portion)	\$ 10,167,113	\$ 1,415,364	\$ 11,582,477
20	DOT-21	Thornydale Road: Orange Grove to Ina	\$ 1,000,000	\$ -	\$ 1,000,000
21	DOT-22	Thornydale: Ina to Cortaro Farms	\$ 1,000,001	\$ 15,772,737	\$ 16,772,738
24	DOT-25	I-19 SB Frontage Road at Continental Rd	\$ 1,000,000	\$ 2,195,060	\$ 3,195,060
25	DOT-26	Abrego Drive at I-19	\$ 4,468	\$ -	\$ 4,468
27	DOT-30	Catalina Hwy: Tanque Verde Rd to Houghton Rd	\$ 6,200,000	\$ 2,875,128	\$ 9,075,128
28	DOT-31	Tanque Verde Road: Catalina Highway to Houghton Road (PC-RTA-27)	\$ 1,345,305	\$ 12,655,296	\$ 14,000,601
30	DOT-33	Sabino Canyon at Kolb Road	\$ 3,399,999	\$ 3,003,245	\$ 6,403,244
31	DOT-35	Abrego Drive at Drainageway No. 1	\$ 150,000	\$ -	\$ 150,000
32	DOT-38	Pistol Hill Rd: Colossal Cave to Old Spanish Trail	\$ 1,000,000	\$ -	\$ 1,000,000
34	DOT-43	So. 12th Avenue: 44th Street Gateway Intersection (10th Ave. & 44th Street)	\$ 3,327,550	\$ 458,883	\$ 3,786,433
37	DOT-45	La Cholla Blvd: Omar Drive to Magee Road - 45a	\$ 6,757,539	\$ 3,077,586	\$ 9,835,125
38	DOT-45	La Cholla Blvd: River Road to Omar Drive - 45b	\$ 11,242,462	\$ 5,164,190	\$ 16,406,652
39	DOT-46	Craycroft: River to Sunrise	\$ 13,307,022	\$ 18,497,671	\$ 31,804,693
40	DOT-47	Sunrise Drive and Craycroft Road Intersection	\$ 6,853,787	\$ 36,506	\$ 6,890,293
41	DOT-49	Valencia Road / Mission Rd to I-19	\$ 6,766,364	\$ 5,447,270	\$ 12,213,634
43	DOT-51	La Cañada/Las Quintas Hwy Drainage	\$ 1,500,000	\$ 26,913	\$ 1,526,913
44	DOT-52	Palo Verde Road: Gas Rd to 44th St	\$ 1,300,000	\$ 159,297	\$ 1,459,297
77	DOT-09	Skyline Drive: Chula Vista to Campbell (Phase 1 Design-Build)	\$ 5,916,600	\$ 9,119,258	\$ 15,035,858
78	DOT-09	Skyline Drive: Chula Vista to Campbell (Phase 2 Design-Build)	\$ 2,898,821	\$ 4,467,953	\$ 7,366,774
79	DOT-10	La Cañada Dr: Calle Concordia to Lambert Lane (OV portion)	\$ 4,009,883	\$ 214,752	\$ 4,224,635
80	DOT-10	La Cañada Dr: Ina Rd to Calle Concordia (Design Only) (PC Portion)	\$ 3,914,559	\$ 209,646	\$ 4,124,205
82	DOT-41	Valencia Rd at Desert View High School Median, Signal and Parking Improvements	\$ 514,542	\$ -	\$ 514,542
85	DOT-18	Cortaro Farms Rd: Camino de Oeste to Thornydale (PC Portion)	\$ 43,845	\$ 913,104	\$ 956,949
91	DOT-04	River Road: Campbell Ave to Alvernon Way	\$ 16,488,928	\$ 9,113,173	\$ 25,602,101
95	DOT-05	Alvernon Way: River Rd to Ft Lowell Rd	\$ 3,011,070	\$ 5,738,493	\$ 8,749,563
107	DOT-10	La Cañada Drive: Ina Road to Calle Concordia (PC-RTA-11)	\$ 4,031,889	\$ 21,711,603	\$ 25,743,492
138	DOT-07	Orange Grove Road at Geronimo Wash	\$ 104,668	\$ 11,520	\$ 116,188
154	DOT-20	La Cholla Boulevard: River Road to Ruthrauff Road (PC-RTA-10)	\$ 1,656,000	\$ 16,579,814	\$ 18,235,814
181	DOT-41	Pueblo Gardens Neighborhood Association Project	\$ 83,908	\$ -	\$ 83,908
182	DOT-41	Park Villa Casitas	\$ 67,180	\$ -	\$ 67,180
195	DOT-37	I-19 Frontage Rd: Continental Road to Canoa Road (PC-RTA-35)	\$ 3,653,001	\$ 19,962,245	\$ 23,615,246
196	DOT-47	Sunrise Drive: Craycroft Road to Kolb Road	\$ 12,010,299	\$ 229,465	\$ 12,239,764
360	DOT-40	Grant Road: Oracle Road to Swan Road (COT-RTA-18)	\$ 348,223	\$ -	\$ 348,223
364	DOT-11	Country Club Drexel to Milber Tucson Blvd Country Club	\$ 1,167,024	\$ -	\$ 1,167,024
368	DOT-11	TR - Drexel Country Club to I-10	\$ 1,025,514	\$ -	\$ 1,025,514
384	DOT-44	Orange Grove Road: Thornydale Road to Oracle Rd	\$ 268,569	\$ -	\$ 268,569
389	DOT-08	Skyline Drive: Chula Vista to Orange Grove Road	\$ 387,876	\$ -	\$ 387,876
397	DOT-41	South Tucson Pavement Chip Seal	\$ 1,049,461	\$ -	\$ 1,049,461
<b>City of Tucson Projects</b>					
8	DOT-39	Valencia Rd. - South 12th Avenue Intersection	\$ 661,990	\$ 600,222	\$ 1,262,212
16	DOT-15	River Road: Thornydale Road to Shannon Road	\$ 4,000,000	\$ 5,253,622	\$ 9,253,622
26	DOT-29	Houghton Road: Interstate 10 to Tanque Verde Rd (COT-RTA-32)	\$ 4,189,498	\$ 97,148	\$ 4,286,646
46	DOT-55	Golf Links Road / Bonanza Ave. to Houghton Rd	\$ 1,800,892	\$ 900,389	\$ 2,701,281
47	DOT-56	Broadway Boulevard: Euclid Avenue to Country Club (COT-RTA-17)	\$ 1,347,247	\$ -	\$ 1,347,247
84	DOT-43	South 12th Ave: Los Reales Road to Lerdo Road	\$ 6,220,450	\$ 669,681	\$ 6,890,131
92	DOT-58	Kino Parkway Overpass at 22nd Street	\$ 788,250	\$ -	\$ 788,250
141	DOT-28	Speedway Boulevard: Camino Seco to Houghton Rd (COT-RTA-28)	\$ 581,670	\$ 17,771	\$ 599,441
<b>Future or Projects on Hold</b>					
22	DOT-23	Thornydale: Cortaro Farms Rd to Linda Vista Blvd	\$ 90,244	\$ 863,168	\$ 953,412
23	DOT-24	Mainsail Blvd and Twin Lakes Dr / Twenty-Seven Wash	\$ 240,643	\$ 6,743	\$ 247,386
29	DOT-32	Kolb Road: Sabino Canyon Rd to Sunrise Dr	\$ 2,852,078	\$ 19,976	\$ 2,872,054
36	DOT-44	Orange Grove Road: Corona Dr to Oracle Rd (Phase 1)	\$ 1,126,002	\$ 654	\$ 1,126,656
35	DOT-44	Orange Grove Road: Thornydale Road to Corona Dr (Phase 2)	\$ 2,896,150	\$ 1,843	\$ 2,897,993
42	DOT-50	Kinney Road: Ajo Way to Bopp Road	\$ 983,828	\$ 2,386,152	\$ 3,369,980
<b>Projects under Development</b>					
12	DOT-06	Magee Road: La Cañada Drive to Oracle Road (PC-RTA-12)	\$ 2,023,866	\$ 1,399,747	\$ 3,423,613
45	DOT-53	Old Tucson-Nogales Hwy - Summit Neighborhood	\$ 374,405	\$ 229,054	\$ 603,459
194	DOT-44	Orange Grove Road: Camino de la Tierra to La Cholla Boulevard	\$ 3,505,547	\$ 200	\$ 3,505,747



**NonHURF Bond Projects**

<b>Map Label</b>	<b>Project Name</b>	<b>Expense</b>	<b>Other Funding</b>	<b>Total Expense</b>
1	General Hitchcock Hwy - Infrastructure Repairs	\$	- \$ 4,428,499	\$ 4,428,499
2	Madera Canyon at Florida Canyon Wash	\$	- \$ 389,780	\$ 389,780
4	Madera Canyon Rd at Medium Wash	\$	- \$ 399,421	\$ 399,421
5	Phoenix Avenue: Summerhaven	\$	- \$ 1,009,148	\$ 1,009,148
48	Shannon Rd: Ina Rd to Magee Rd	\$	- \$ 7,699,166	\$ 7,699,166
52	Nogales Highway: Los Reales to I-19	\$	- \$ 2,558,109	\$ 2,558,109
55	Veterans Memorial Overpass	\$	- \$ 25,345,600	\$ 25,345,600
57	Highway Drive: Wastewater Management	\$	- \$ 598,956	\$ 598,956
58	La Cholla Blvd & Rudasill Rd	\$	- \$ 209,300	\$ 209,300
59	Swan Rd. Bridge at Rillito River	\$	- \$ 724,621	\$ 724,621
60	Alvernon Way & Drexel Rd Intersection	\$	- \$ 612,254	\$ 612,254
61	City of South Tucson: 4th Ave Enhancement Project	\$	- \$ 1,210,682	\$ 1,210,682
62	Hardy Road & Thornydale Road	\$	- \$ 282,284	\$ 282,284
65	Edwin Road	\$	- \$ 1,130,424	\$ 1,130,424
66	Sullinger Avenue Storm Drain	\$	- \$ 135,787	\$ 135,787
67	Fairview-Limberlost Drainage Improvements: DOT Cost Share to FC-12	\$	- \$ 500,000	\$ 500,000
68	Ironwood Hills: Shannon to Painted Hills	\$	- \$ 279,889	\$ 279,889
69	Magee Road/Cortaro Farms Road: Corridor Study & Thornydale Road to Mona Lisa (PC-RTA-07)	\$	- \$ 19,234,190	\$ 19,234,190
70	Via Montana Vista	\$	- \$ 73,569	\$ 73,569
72	Swan Road: Los Reales to Valencia Road	\$	- \$ 86,489	\$ 86,489
73	Avra Valley Rd Bridge at Santa Cruz	\$	- \$ 2,681,860	\$ 2,681,860
75	Ina at Mona Lisa Rd Intersection	\$	- \$ 509,736	\$ 509,736
76	Colossal Cave Road: Camino Loma Alta to Vail Road	\$	- \$ 9,516,019	\$ 9,516,019
81	Drexel Rd: Tucson Blvd to Alvernon Way	\$	- \$ 42,580	\$ 42,580
86	Camino del Sol: Continental Rd to Mission Twin Buttes	\$	- \$ 204,660	\$ 204,660
90	Hayhook Ranch Road Improvement District	\$	- \$ 1,770,368	\$ 1,770,368
96	Canoa Road Interchange	\$	- \$ 6,038,251	\$ 6,038,251
97	Overlay: Ruthrauff / Swan	\$	- \$ 922,251	\$ 922,251
101	Houghton Rd: Camino del Toro Intersection	\$	- \$ 870,576	\$ 870,576
104	Houghton Road / I-10 Access	\$	- \$ 479,724	\$ 479,724
105	Overlay: Sunrise Drive: Campbell to Swan Road	\$	- \$ 1,524,459	\$ 1,524,459
112	Overlay: Orange Grove: Thornydale Rd to La Cholla Blvd	\$	- \$ 535,677	\$ 535,677
120	Ina Rd at Wade Rd Intersection (RTA Safety)	\$	- \$ 141,701	\$ 141,701
121	Houghton Road and Sahuarita Road Intersection Improvements (RTA Safety)	\$	- \$ 4,211,256	\$ 4,211,256
122	La Cholla Blvd & Overton Road Signal (RTA Safety)	\$	- \$ 997,750	\$ 997,750
123	Soldier Trail at Tanque Verde Rd Intersection (RTA Safety)	\$	- \$ 370,062	\$ 370,062
124	Valencia Road/Benson Highway Intersection (RTA Safety)	\$	- \$ 436,370	\$ 436,370
128	Valencia and Wilmot Road Intersection Improvements and Signal (RTA Safety)	\$	- \$ 320,941	\$ 320,941
130	Mt. Lemmon Hwy Repairs MP 9.8 to 10.5	\$	- \$ 53,659	\$ 53,659
132	Alvernon Way/Valencia Intersection Improvements	\$	- \$ 2,526,696	\$ 2,526,696
133	Camino Verde/Valencia Rd Intersection Improvements	\$	- \$ 622,819	\$ 622,819
135	La Cholla/River Rd Intersection Improvements	\$	- \$ 1,207,339	\$ 1,207,339
136	Ina Road at Oracle Rd Intersection	\$	- \$ 5,716,890	\$ 5,716,890
145	First Avenue / River Rd to Orange Grove Rd	\$	- \$ 15,227,126	\$ 15,227,126
150	Magee Road/Cortaro Farms Road: Mona Lisa to La Cañada (PC- RTA-07)	\$	- \$ 22,090,867	\$ 22,090,867
152	Mona Lisa/Orange Grove Intersection Improvements	\$	- \$ 56,702	\$ 56,702
153	Palo Verde/Michigan/Coach Dr Intersection Improvements	\$	- \$ 221,807	\$ 221,807
155	Ina Road Corridor Signal Timing	\$	- \$ 234,539	\$ 234,539
156	Camino De Oeste: Los Reales to Valencia Road	\$	- \$ 2,749,943	\$ 2,749,943
157	Ina and Oracle Sun Tran Bus Pullout	\$	- \$ 61,861	\$ 61,861
158	Alvernon Way/Los Reales	\$	- \$ 701,020	\$ 701,020
160	Palo Verde Corridor (3) bus pullouts	\$	- \$ 193,013	\$ 193,013
161	Camino del Sol Continental Roundabout	\$	- \$ 887,397	\$ 887,397
173	Campbell Avenue/Skyline Widening (Camino Luz)	\$	- \$ 540,890	\$ 540,890
180	Magee Rd. Mona Lisa to La Cholla interim capacity and safety improvements	\$	- \$ 194,365	\$ 194,365
183	Sabino Canyon Road Bridge Deck Rehabilitation	\$	- \$ 1,009,061	\$ 1,009,061
188	Camino Loma Alta: Old Spanish Trail to Colossal Cave Rd	\$	- \$ 2,195,045	\$ 2,195,045
189	Wilmot Road North of Sahuarita Road (RTA-33)	\$	- \$ 67,360	\$ 67,360
191	Mt. Shadow/Ventana Signal	\$	- \$ 432,292	\$ 432,292
193	Golder Ranch Road Bridge at CDO Wash (RTA-39)	\$	- \$ 768,051	\$ 768,051
197	Marsh Station Bridge - So. Abutment Repair (RTA 39)	\$	- \$ 167,510	\$ 167,510
367	TR - Camino Verde Brightwater Way to Valencia	\$	- \$ 145,342	\$ 145,342
370	TR - Hughes Access Road Relocation	\$	- \$ 392,845	\$ 392,845
382	TR - Mt Lemmon Retaining Wall 65B Repair	\$	- \$ 99,790	\$ 99,790
383	TR - Mt Lemmon Storage Yard	\$	- \$ 121,575	\$ 121,575
390	Shannon Road: Access to River Road	\$	- \$ 55,132	\$ 55,132
394	TR - Lulu Walker School SRTS	\$	- \$ 1,101,791	\$ 1,101,791
399	TR - Mt Lemmon Culvert Pipe Lining	\$	- \$ 109,047	\$ 109,047
<b>Future or Projects on Hold</b>				
54	Silverbell RD at Blanco/Brawley Washes	\$	- \$ 416,637	\$ 416,637
64	Colossal Cave Rd: Acacia School to Old Vail Road	\$	- \$ 1,487,939	\$ 1,487,939
103	Barraza/Aviation Parkway: Palo Verde Road to I-10 (PC-RTA-20)	\$	- \$ -	\$ -
108	Railroad Overpass: Ruthrauff Road (PC-RTA-09)	\$	- \$ -	\$ -
110	First Avenue: Orange Grove Road to Ina Road (PC-RTA-13)	\$	- \$ -	\$ -
125	Valencia Road: Mt. Eagle Rd to Ajo Highway (PC-RTA-21)	\$	- \$ -	\$ -
127	Valencia Road: Wade Rd to Mt. Eagle Road (PC-RTA-21)	\$	- \$ -	\$ -
<b>Projects under Development</b>				
56	La Cañada Drive: Ina Rd to River Rd (PC-RTA-11)	\$	- \$ 18,312,214	\$ 18,312,214
102	La Cholla Blvd: Magee Road to Overton Road (PC-RTA-04)	\$	- \$ 20,172,001	\$ 20,172,001
109	Sunset Road: Silverbell Rd to I-10 to River Rd (PC-RTA-08)	\$	- \$ 197,602	\$ 197,602
111	Valencia Road: Mark Rd to Wade Rd (PC-RTA-21)	\$	- \$ 4,113,760	\$ 4,113,760
119	Valencia Road, Wilmot Road to Kolb Road (RTA #24 & #36)	\$	- \$ 1,783,518	\$ 1,783,518
186	Manzanita Elementary Safe Routes to School Design Project	\$	- \$ 100,148	\$ 100,148
187	Camino de Manana, Tangerine to Linda Vista (RTA-02)	\$	- \$ 2,000,000	\$ 2,000,000
192	Colossal Cave Rd/Success Dr & Ruthrauff Culvert	\$	- \$ 160,504	\$ 160,504



### Completed Transportation HURF Bond Projects (DOT-57 Safety Program only)

- |  |  |
|--|--|
|  HURF Bond (DOT-57) Projects  | <b>Label Legend</b>  |
|  Board of Supervisor District |  HURF Bond Projects                   |
|  Incorporation                |  HURF Bond Projects Under Development |



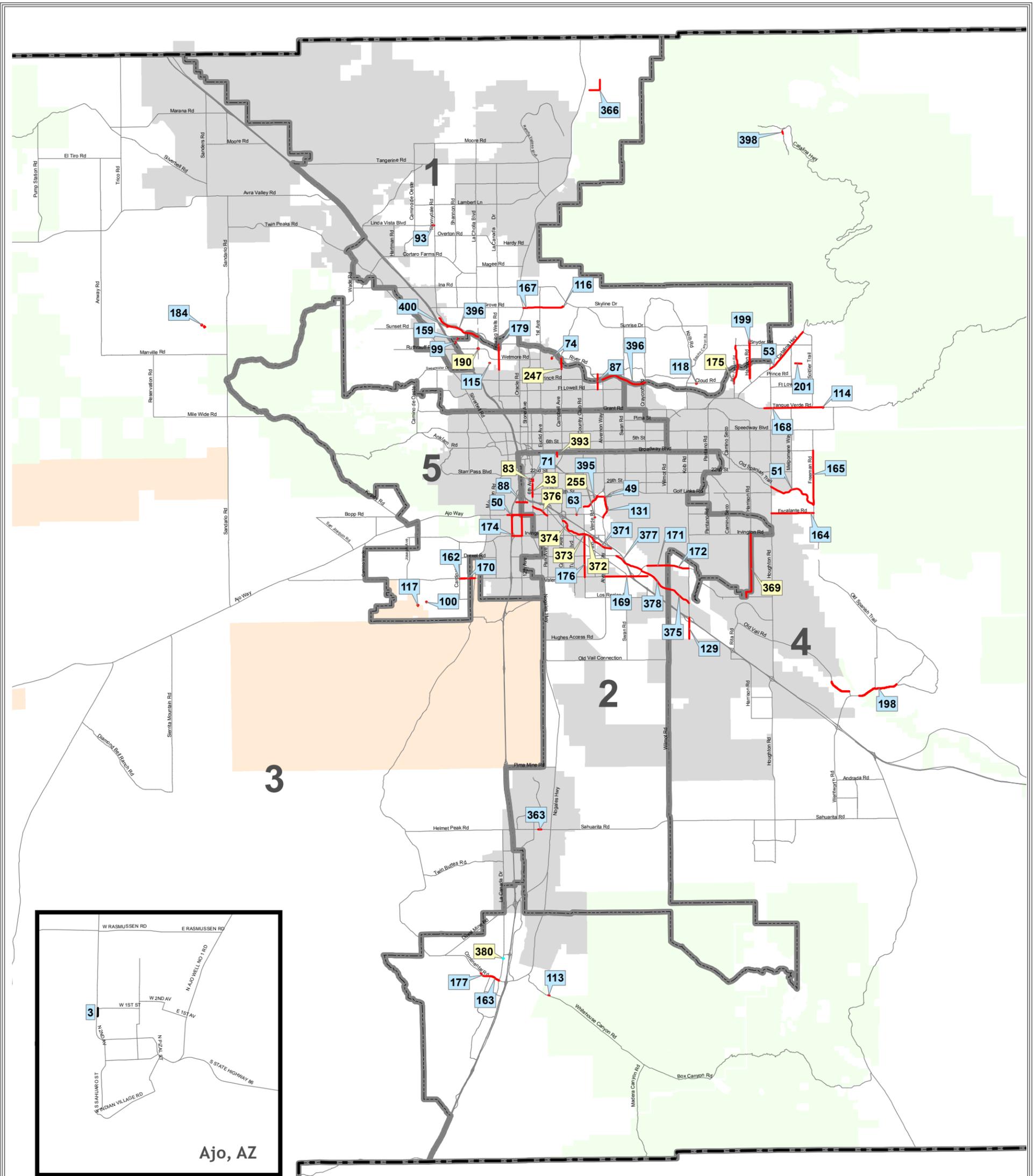
Scale 1:300,000

March 10, 2014



**HURF Bond Projects (DOT-57 Safety Program Only)**

<b>Map Label</b>	<b>Project Name</b>	<b>Bond Expense</b>	<b>Other Funding</b>	<b>Total Expense</b>
206	Magee/Mona Lisa WB LT Lane	\$ 159,759	\$ 12,474	\$ 172,233
207	Kolb Road to Valencia Road Geometry & Traffic Signal Modifications	\$ 560,079	\$ 43,734	\$ 603,813
208	Drexel Road & Mission Road Upgrade Traffic Signal Installation	\$ 118,565	\$ 9,259	\$ 127,824
209	River Road to Swan Road Geometry & Traffic Signal Modifications	\$ 251,292	\$ 19,624	\$ 270,916
210	Ina Road - Silverbell Road (Town of Marana) Geometry & Traffic Signal Installation	\$ 60,468	\$ 4,721	\$ 65,189
211	Jensen Road - Magee Turn Lanes	\$ 308,971	\$ 24,126	\$ 333,097
212	Camino de Oeste, Tetakusim to Los Reales/Pascua Yaqui to Camino de Oeste Realignment & Turn Lane	\$ 503,300	\$ 39,298	\$ 542,598
213	Curtis Road & La Cholla Blvd Traffic Signals	\$ 259,303	\$ 20,247	\$ 279,550
214	La Cholla/Sonoran Terrace Apts Turn Lanes	\$ 102,217	\$ 7,982	\$ 110,199
215	Abrego Drive - Continental Road Geometry & Traffic Signal Installation	\$ 1,183,004	\$ 92,375	\$ 1,275,379
219	Sandario Road at Emigh Road: Safety Improvements	\$ 47,220	\$ 3,687	\$ 50,907
220	Alvernon/Hughes Access Road	\$ 162,954	\$ 12,725	\$ 175,679
221	La Cholla Blvd & Overton Road Signal Traffic Signal (Planning)	\$ 198,895	\$ 15,531	\$ 214,426
222	Mark Road & Valencia Road Traffic Signal	\$ 92,431	\$ 7,218	\$ 99,649
223	Shannon Road & Overton Road Traffic Signal	\$ 690,162	\$ 53,890	\$ 744,052
224	Gates Pass Rock Removal	\$ 624,891	\$ 48,795	\$ 673,686
225	Cardinal-Drexel Intersection Improvements	\$ 696,456	\$ 54,382	\$ 750,838
226	Camino de la Tierra at Valencia Traffic Signal	\$ 77,539	\$ 6,055	\$ 83,594
227	Duval Mine Road/Rio Altar Left Turn Lane	\$ 176,460	\$ 13,780	\$ 190,240
228	Drexel Road - Palo Verde Road Intersection Traffic Signals	\$ 177,421	\$ 13,855	\$ 191,276
231	Kinney Rd and Sandario Rd Drainage and Straightening	\$ 408,633	\$ 31,908	\$ 440,541
232	La Cholla Blvd and Rudasill Road Traffic Signal	\$ 108,822	\$ 8,497	\$ 117,319
235	River Rd @ Pontatoc Rd Signal and Realignment	\$ 852,902	\$ 66,598	\$ 919,500
236	Sunrise - Sabino Canyon Traffic Signal	\$ 139,109	\$ 10,863	\$ 149,972
237	Silverbell Road and Sweetwater Intersection Signal	\$ 229,191	\$ 17,896	\$ 247,087
238	Tanque Verde Rd/Tanque Verde Loop Left Turn Lane	\$ 535,354	\$ 41,804	\$ 577,158
239	Conestoga/Tanque Verde EB LT Lane	\$ 121,511	\$ 9,489	\$ 131,000
240	Palo Verde Lighting Project (Phase I, II, & III)	\$ 276,408	\$ 21,584	\$ 297,992
243	Skyline Drive Widening Improvement	\$ 1,381,817	\$ 118,183	\$ 1,500,000
244	Ina Rd & Wade Intersection Improvement (Planning)	\$ 50,726	\$ 3,961	\$ 54,687
245	Magee & Thornydale Traffic Signal	\$ 275,468	\$ 21,510	\$ 296,978
246	Nogales Hwy and Hughes Access Road Traffic Signal	\$ 231,914	\$ 18,753	\$ 250,667
248	La Cholla/Hospital Drive Traffic Signal	\$ 120,747	\$ 9,429	\$ 130,176
249	Camino Casa Verde & La Cañada Traffic Signal	\$ 878,125	\$ 68,568	\$ 946,693
250	Orange Grove/Silverbell Intersection Improvements	\$ 358,900	\$ 985,027	\$ 1,343,927
251	Sunset/Sunray Intersection Improvements	\$ 1,337,266	\$ 7,337	\$ 1,344,603
253	Irvington at Mission	\$ 136,019	\$ -	\$ 136,019
387	River Road/Tanuri Drive to Flagstaff Place Roadway Realignment	\$ 133,309	\$ 10,409	\$ 143,718
388	Rudasill Road at Genematas Drive Realignment & WB LT Lane	\$ 251,868	\$ 19,667	\$ 271,535
391	Speedway/Painted Hills to Anklam Roadway Realignment	\$ 144,140	\$ 11,256	\$ 155,396
<b>Projects under Development</b>				
252	Aviation Parkway - Richey to Technical Dr.	\$ 173,876	\$ -	\$ 173,876
254	Orange Grove TWLTL & Bike Lanes: La Cañada Rd to Oracle Rd	\$ 160,464	\$ -	\$ 160,464



### Completed Transportation Projects Bike and Pedestrian

- Bike and Pedestrian Projects
- Board of Supervisor District
- Incorporation

#### Label Legend

- HURF Bond Projects
- Non-HURF Bond Projects



Scale 1:300,000

March 11, 2014



**Bike and Pedestrian Projects**

**HURF Bond Projects**

Map Label	Bond Number	Project Name	Bond Expense	Other Funding	Total Expense
33	DOT-42	South Tucson, 6th Ave, various locations	\$ 4,978,148	\$ 76,984	\$5,055,132
83	DOT-42	Pelican Crossing Pedestrian Crosswalk	\$ 133,770	\$ 2,069	\$ 135,839
115	DOT-57	Homer Davis Elementary Bicycle & Pedestrian Enhancement	\$ 723,612	\$ 833,586	\$1,557,198
175	DOT-57	Bear Canyon Bike Lanes: Snyder to Indian Bend	\$ 37,126	\$ 829,149	\$ 866,275
190	DOT-57	Centennial Elementary School - Safe Routes	\$ 50,000	\$ 243,462	\$ 293,462
247	DOT-57	Campbell Avenue Lighting/Sidewalk Improvements	\$ 32,465	\$ 2,535	\$ 35,000
255	DOT-57	Palo Verde & Lincoln Hawk Signal & Crosswalk Phase 1	\$ 206,228	\$ -	\$ 206,228
372	DOT-41	TR - Julian Wash I-10 to Campbell Middle	\$ -	\$ 100,000	\$ 100,000
373	DOT-41	TR - Julian Wash I-10 to Campbell Ramps	\$ -	\$ 100,000	\$ 100,000
374	DOT-41	TR - Julian Wash I-10 to Campbell West	\$ -	\$ 100,000	\$ 100,000
380	DOT-57	La Cañada/Trader Lane Pedestrian Crossing Flashing Beacons & Signs	\$ 32,936	\$ 2,572	\$ 35,508
393	DOT-41	Cherry Avenue Curbs and Sidewalks	\$ 170,000	\$ -	\$ 170,000

**HURF Bond Projects Under Development**

369	DOT-41	TR - Harrison Greenway at DMAFB	\$ 61,340	\$ -	\$ 61,340
376	DOT-41	TR - Julian Wash Greenway Park Ave to 6th Ave	\$ 515,705	\$ 300	\$ 516,005

**Non-HURF Bond Projects**

3	-	Aviation/ Golf Links Bike Path Connection	\$ -	\$ 202,389	\$ 202,389
49	-	Ajo, Arizona Pedestrian Bridge	\$ -	\$ 160,752	\$ 160,752
50	-	Alvernon Bike Lanes Golf Links to Ajo	\$ -	\$ 199,921	\$ 199,921
51	-	Continental Rd Bike Lanes: Camino Del Sol to La Cañada	\$ -	\$ 168,830	\$ 168,830
53	-	Escalante Bike Lanes: Houghton-Old Spanish Trail	\$ -	\$ 317,577	\$ 317,577
63	-	Freeman Rd Bike Lanes-Broadway to Old Spanish Trail	\$ -	\$ 443,826	\$ 443,826
71	-	Orange Grove Bike Lanes-Oracle to Camino La Zorraola	\$ -	\$ 622,455	\$ 622,455
74	-	Tanque Verde Bike Lanes: Powderhorn-Fennimore	\$ -	\$ 517,287	\$ 517,287
87	-	Valencia Rd Bike Lanes - Alvernon to Craycroft	\$ -	\$ 787,997	\$ 787,997
88	-	Valencia Rd Bike Lanes - Cardinal to Mission	\$ -	\$ 435,891	\$ 435,891
93	-	Valencia Rd Bike Lanes - Craycroft to Wilmot	\$ -	\$ 86,522	\$ 86,522
99	-	Valencia Rd Bike Lanes - Wilmot to Kolb	\$ -	\$ 96,993	\$ 96,993
100	-	Catalina Highway Bike Lanes	\$ -	\$ 858,141	\$ 858,141
113	-	Continental Elementary & Middle School Safe Routes	\$ -	\$ 1,036,272	\$1,036,272
114	-	Dodge Blvd: Ft Lowell Rd to River Rd Bike Lanes and Sidewalks	\$ -	\$ 1,210,429	\$1,210,429
116	-	Fennimore and Tanque Verde Road HAWK Flasher System (RTA Safety)	\$ -	\$ 89,944	\$ 89,944
117	-	Hohokam Middle School Bike Lane, Pathways, and Landscape	\$ -	\$ 655,729	\$ 655,729
118	-	TR - Julian Wash I-10 to Campbell East	\$ -	\$ 140,000	\$ 140,000
129	-	TR - Julian Wash Kolb Rd to Wilmot Rd	\$ -	\$ 450,000	\$ 450,000
131	-	TR - Julian Wash Valencia Rd to Drexel Rd	\$ -	\$ 645,000	\$ 645,000
159	-	TR - Julian Wash Wilmot Rd to Valencia Rd	\$ -	\$ 605,000	\$ 605,000
162	-	Laguna Elementary School Sidewalks/Landscaping	\$ -	\$ 1,094,160	\$1,094,160
163	-	Linda Vista: West of Thornydale Pedestrian Improvements	\$ -	\$ 125,415	\$ 125,415
164	-	Camino La Zorraola and Orange Grove HAWK Flasher System (RTA Safety)	\$ -	\$ 150,421	\$ 150,421
165	-	Pelican Crossing: 6th Avenue at 26th Street	\$ -	\$ 210,609	\$ 210,609
167	-	Picture Rock & Desert Winds Enhancements	\$ -	\$ 1,121,102	\$1,121,102
168	-	Colossal Cave Bike Lanes	\$ -	\$ 48,110	\$ 48,110
169	-	TR - Rillito River Park Paving Overlay	\$ -	\$ 976,072	\$9,760,720
170	-	TR - Rillito Riverpath & Camino de la Tierra Bicycle & Pedestrian	\$ -	\$ 55,065	\$ 55,065
171	-	Camino de Oeste at Tetakusim HAWK Flasher (RTA Safety)	\$ -	\$ 321,003	\$ 321,003
172	-	Fruchthendler Elementary School Walking Paths	\$ -	\$ 428,202	\$ 428,202
174	-	Curtis/Shannon HAWK	\$ -	\$ 286,010	\$ 286,010
177	-	Kolb Road Bike Lane Project (RTA)	\$ -	\$ 455,212	\$ 455,212
179	-	Valencia Rd. Street Lighting, Sidewalk, and Widening	\$ -	\$ 1,814,739	\$1,814,739
184	-	Agua Caliente Safe Routes to School	\$ -	\$ 482,963	\$ 482,963
198	-	Sunset Villa Sidewalk/Pedestrian Enhancement	\$ -	\$ 1,108,718	\$1,108,718
201	-	Old Spanish Trail Bike Lanes	\$ -	\$ 548,868	\$ 548,868
371	-	TR - Summerhaven Sidewalk	\$ -	\$ 123,654	\$ 123,654
375	-	Continental Sidewalks-La Cañada to PCC entrance	\$ -	\$ 76,055	\$ 76,055
377	-	Flowing Wells Sidewalks: River to Roger	\$ -	\$ 773,547	\$ 773,547
378	-	Pedestrian Overpass - Kino Baseball Facility	\$ -	\$ 1,272,517	\$1,272,517
395	-	Mountain Ave Bike/Pedestrian Bridge	\$ -	\$ 92,274	\$ 92,274
396	-	Rose Neighborhood (DOT Portion)	\$ -	\$ 305,000	\$ 305,000
398	-	Veterans Hospital Bike Path Connection	\$ -	\$ 853,634	\$ 853,634
400	-	TR - Tucson Diversion Channel Country Club to Aviation	\$ -	\$ 436,568	\$ 436,568

**Non-HURF Bond Projects Under Development**

176		Country Club Rd Bike Lane-Irvington to Valencia	\$ -	\$ 208	\$ 208
199		Harrison Road Bike Lanes	\$ -	\$ 145,150	\$ 145,150
366		TR - Coronado School Cougars	\$ -	\$ 101,350	\$ 101,350

## Paved Roadways Condition Assessment by Supervisorial District

### 4A – LOCAL ROADS

District	Failed	%	Poor	%	Fair	%	Good	%	Very Good	%	Total	%
1	68	16	256	61	47	11	27	7	19	5	418	100
2	15	22	21	31	4	6	13	19	14	21	67	100
3	38	13	133	46	32	11	33	11	51	18	287	100
4	37	16	205	61	33	11	37	7	0	5	312	100
5	14	16	52	58	4	4	16	18	4	4	90	100
<b>Totals</b>	<b>172</b>	<b>16</b>	<b>667</b>	<b>58</b>	<b>120</b>	<b>4</b>	<b>126</b>	<b>18</b>	<b>88</b>	<b>4</b>	<b>1,174</b>	<b>100</b>

### 4B – MAJOR ROADS

District	Failed	%	Poor	%	Fair	%	Good	%	Very Good	%	Total	%
1	20	13	63	43	12	8	31	21	21	15	147	100
2	9	18	16	32	13	26	9	18	3	6	50	100
3	83	31	121	46	23	9	19	7	18	7	264	100
4	40	18	47	43	30	8	27	21	46	15	190	100
5	6	19	19	59	3	9	1	3	3	9	32	100
<b>Totals</b>	<b>158</b>	<b>18</b>	<b>266</b>	<b>43</b>	<b>81</b>	<b>8</b>	<b>87</b>	<b>21</b>	<b>91</b>	<b>15</b>	<b>683</b>	<b>100</b>

**ATTACHMENT 4**

**ATTACHMENT 5A  
ARTERIAL AND COLLECTOR ROADWAY CONDITION IMPROVEMENT COST ESTIMATES**

District	Condition	Arterial	Collector	Combined Arterial + Collector	Treatment Type	Cost Per Mile	Cost	Total Cost
1	Failed	4	13	17	Rehabilitation	\$213,500	\$3,629,500	
	Poor	24	38	62	Rehabilitation	\$213,500	\$13,237,000	
	Fair	7	3	10	Major Seal Coat	\$53,375	\$533,750	
	Good	29	3	32	Minor Seal Coat	\$15,250	\$488,000	
	Very Good	24	4	28	None	\$0	\$0	
<b>1 Total</b>		<b>88</b>	<b>61</b>	<b>149</b>				<b>\$17,888,250</b>
2	Failed	1	4	5	Rehabilitation	\$213,500	\$1,067,500	
	Poor	7	8	15	Rehabilitation	\$213,500	\$3,202,500	
	Fair	9	2	11	Major Seal Coat	\$53,375	\$587,125	
	Good	7	1	8	Minor Seal Coat	\$15,250	\$122,000	
	Very Good	2	4	6	None	\$0	\$0	
<b>2 Total</b>		<b>26</b>	<b>19</b>	<b>45</b>				<b>\$4,979,125</b>
3	Failed	1	67	68	Rehabilitation	\$213,500	\$14,518,000	
	Poor	4	115	119	Rehabilitation	\$213,500	\$25,406,500	
	Fair	-	16	16	Major Seal Coat	\$53,375	\$854,000	
	Good	1	15	16	Minor Seal Coat	\$15,250	\$244,000	
	Very Good	15	12	27	None	\$0	\$0	
<b>3 Total</b>		<b>21</b>	<b>225</b>	<b>246</b>				<b>\$41,022,500</b>
4	Failed	5	33	38	Rehabilitation	\$213,500	\$8,113,000	
	Poor	22	50	72	Rehabilitation	\$213,500	\$15,372,000	
	Fair	10	29	39	Major Seal Coat	\$53,375	\$2,081,625	
	Good	5	20	25	Minor Seal Coat	\$15,250	\$381,250	
	Very Good	7	12	19	None	\$0	\$0	
<b>4 Total</b>		<b>49</b>	<b>144</b>	<b>193</b>				<b>\$25,947,875</b>
5	Failed	3	3	6	Rehabilitation	\$213,500	\$1,281,000	
	Poor	2	18	20	Rehabilitation	\$213,500	\$4,270,000	
	Fair	1	3	4	Major Seal Coat	\$53,375	\$213,500	
	Good	-	-	-	Minor Seal Coat	\$15,250	\$0	
	Very Good	5	1	6	None	\$0	\$0	
<b>5 Total</b>		<b>11</b>	<b>25</b>	<b>36</b>				<b>\$5,764,500</b>
<b>GRAND TOTAL</b>		<b>195</b>	<b>474</b>	<b>669</b>				<b>\$95,602,250</b>

May 22, 2013 dataset; includes Fiscal Year 2012/13 projects

**ATTACHMENT 5B  
LOCAL PAVED ROADWAY CONDITION IMPROVEMENT COST ESTIMATES**

District	Condition	Local Roadway Mileage	Treatment Type	Cost Per Mile	Cost	Total Cost
1	Failed	63	Rehabilitation	\$213,500	\$13,450,500	
	Poor	276	Rehabilitation	\$213,500	\$58,926,000	
	Fair	48	Major Seal Coat	\$53,375	\$2,562,000	
	Good	26	Minor Seal Coat	\$15,250	\$396,500	
	Very Good	30	Nothing	\$0	\$0	\$75,335,000
<b>1 Total</b>		<b>443</b>				
2	Failed	12	Rehabilitation	\$213,500	\$2,562,000	
	Poor	25	Rehabilitation	\$213,500	\$5,337,500	
	Fair	6	Major Seal Coat	\$53,375	\$320,250	
	Good	12	Minor Seal Coat	\$15,250	\$183,000	
	Very Good	16	Nothing	\$0	\$0	\$8,402,750
<b>2 Total</b>		<b>71</b>				
3	Failed	29	Rehabilitation	\$213,500	\$6,191,500	
	Poor	123	Rehabilitation	\$213,500	\$26,260,500	
	Fair	30	Major Seal Coat	\$53,375	\$1,601,250	
	Good	32	Minor Seal Coat	\$15,250	\$488,000	
	Very Good	63	Nothing	\$0	\$0	\$34,541,250
<b>3 Total</b>		<b>277</b>				
4	Failed	13	Rehabilitation	\$213,500	\$2,775,500	
	Poor	139	Rehabilitation	\$213,500	\$29,676,500	
	Fair	32	Major Seal Coat	\$53,375	\$1,708,000	
	Good	34	Minor Seal Coat	\$15,250	\$518,500	
	Very Good	70	Nothing	\$0	\$0	\$34,678,500
<b>4 Total</b>		<b>288</b>				
5	Failed	7	Rehabilitation	\$213,500	\$1,494,500	
	Poor	61	Rehabilitation	\$213,500	\$13,023,500	
	Fair	12	Major Seal Coat	\$53,375	\$640,500	
	Good	18	Minor Seal Coat	\$15,250	\$274,500	
	Very Good	8	Nothing	\$0	\$0	\$15,433,000
<b>5 Total</b>		<b>106</b>				
<b>GRAND TOTAL</b>		<b>1,185</b>				<b>\$168,390,500</b>

May 22, 2013 dataset; includes Fiscal Year 2013 projects