



MEMORANDUM

Date: August 18, 2015

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

From: C.H. Huckelberry
County Administrator 

Re: **Cost to Fill Phoenix Potholes**

Attached is a March 5, 2015 article published in the *Phoenix Business Journal* regarding the \$7 billion cost to fill Phoenix potholes.

This article puts into perspective my July 23, 2015 memorandum wherein I indicated that with the possible approval of the \$160 million road repair Proposition 425, along with the already approved \$100 million investment by the City of Tucson bonds and road repairs, it is likely we will meet only about 30 percent of our road repair obligations. The cost to completely repair every local, arterial and collector street within the region could have a price tag of \$800 million. The City of Phoenix's estimate of repairs is nearly \$7 billion.

As I have stated previously, Proposition 425 is simply a stop-gap emergency measure to achieve a minimal level of street repair and maintenance. A major transportation funding initiative is necessary to completely repair our roads and highways and to prepare us for the transportation mobility needed to compete economically. As of today, there are a number of states who have taken steps to increase transportation funding through gas and sales tax increases, over 19 states have done so to date.

Attachments

c: John Bernal, Deputy County Administrator for Public Works

From the Phoenix Business Journal

[:http://www.bizjournals.com/phoenix/news/2015/03/05/filling-phoenix-potholes-will-cost-7-billion.html](http://www.bizjournals.com/phoenix/news/2015/03/05/filling-phoenix-potholes-will-cost-7-billion.html)

Filling Phoenix potholes will cost \$7 billion

Mar 5, 2015, 12:09pm MST



[Eric Jay Toll](#)

Reporter- Phoenix Business Journal

[Email](#) | [Twitter](#)

It's more than just potholes that need to be filled, but the \$7.1 billion is what it's going to take to keep the Phoenix street network from falling into disrepair.

[Ray Dovalina](#), Phoenix street transportation director, is trying to find more than \$5.1 billion.

[Dovalina](#) says the city has a verified need for \$7.1 billion in street and drainage improvements over the next 30 years, and he has less than \$2 billion in revenue projected to maintain the system and keep up with growth.

"Over the next five years, we have about \$500 million to spend on maintenance, improvements and expansions," he said. The problem is that he absolutely needs \$1.2 billion during that period, and there are no quick solutions in sight.

A citizen committee recommending the future transportation plan said that city really needs \$3.5 billion, half of which is to improve drainage to prevent the kind of flooding seen across Phoenix last fall.

"The majority of our capital spending comes from (Highway User Revenue Fund), which is falling far behind immediate needs," said [Kini Knudson](#), Phoenix city engineer. "We can use that money for streets but not for drainage."

Since 2009, the state Legislature has diverted dedicated road funds to other projects, further depleting money available to cities to keep up with repairs.

Phoenix has lost \$360 million from those sweeps since 2008, and has to make up the money from other sources or keep postponing the work. That keeps the city from doing all of the drainage improvements it needs.

State road funds come from the 18-cent per gallon gas tax Arizona collects at the pump. The tax has not increased since 1991.

"People are traveling more miles in the city, which causes roads to deteriorate more quickly. With improved fuel efficiency, they're buying less gas," said [Dovalina](#). "That puts less money in our budget even as need increases."

The Street Transportation Department has a little extra money in its proposed 2016-20 budget, but those are funds from the countywide Proposition 400 Regional Transportation Plan sales tax, and can't be used for general street maintenance.

Three major projects are underway and three are slated to begin over the next several years. All in all, the city spent \$1 billion over the past 14 years, and with inflation, additional miles of streets to maintain and increased construction costs, it need around \$3.3 billion for the next 14 years. In today's dollars, it only has \$930 million.

Phoenix maintains 750 miles of arterial roads or "mile streets" and parkways, 612 miles of collectors or "half-mile streets," and 3,700 miles of local streets. Without ongoing maintenance, that's a lot of potential potholes to fill. Those numbers don't separate out the bridges, wash crossings and sidewalks that need to be maintained.

[Dovalina's](#) goal is to reduce the street lifecycle to 30 years. This means that the city wants to be able to rebuild roads every three decades. With current funds, the lifecycle is 60 years, which means that the city is forced to spend millions in additional maintenance money to keep streets from falling apart, even though it would be less expensive overall to rebuild the roads.

The new five-year transportation budget includes 1,100 new bike lanes and 170 miles of sidewalks, plus 200 new LED traffic lights.

Six Major Phoenix Street Projects

Under Construction

- Black Mountain Boulevard - Cave Creek Road to Pinnacle Peak Road
- Avenida Rio Salado Phase I - 51st Avenue to Seventh Street
- Sonoran Desert Drive -- Interstate 17 to North Valley Parkway

Future Construction

- 107th Avenue - Indian School Road to Camelback Road
- Chandler Boulevard Extension -- 19th Avenue to Loop 202 South Mountain Freeway
- Avenida Rio Salado Phase II (Broadway Road) -- 51st Avenue to 35th Avenue and incomplete segments of Avenida Rio Salado

Eric covers economic development, banking and finance, infrastructure, transportation and utilities.



MEMORANDUM

Date: July 23, 2015

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

From: C.H. Huckelberry
County Administrator 

Re: **Proposition 425 Road Repair Funding Allocations among Jurisdictions and Supervisorial Districts**

Attached is a detailed analysis of the present draft proposal regarding the use of road repair bond funding.

As is described in more detail in the Bond Implementation Plan Draft Ordinance, the Board of Supervisors has proposed General Obligation bond funding for road repairs throughout Pima County is an emergency funding measure. It is the only funding action the Board could have taken to increase transportation revenues for this purpose. The Board cannot raise gas taxes for this purpose or unilaterally adopt an excise tax without a unanimous vote of the Board. Between this proposed Proposition 425 and the City of Tucson approved Proposition 409, it is likely no more than 30 percent of our regional road repair needs are being met.

While Proposition 409 of the City and the County's proposed Proposition 425 are positive steps, they are not the solution. The solution is to adequately address transportation funding on a comprehensive statewide basis. Today, 18 states in the country have taken steps in the last two years to increase their transportation revenues through gas tax increases. More are likely to do so in the future. Arizona remains completely inactive and unresponsive in addressing the state's critical transportation funding needs. Hopefully, that will change in the near future. We need to fund these essential public services from direct, transportation-related revenues; preferably, the gas tax or an excise tax on the sale of gasoline or diesel fuels.

The attached report from the Department of Transportation provides an analysis of how arterial and collector roadways are being selected for pavement repair and preservation. A substantial portion of the County's unincorporated share, or 40 percent, is being reserved for local streets. This 40-percent share of the County's property tax base valuation share of \$160 million for road repairs is still grossly inadequate to repair our local roads. It, too, can only be considered an emergency measure. To put in perspective the magnitude of the issue, I am also attaching a Geographic Information System map showing Pima County's roads and our obligation to repair and maintain the unincorporated roads identified in red.

**The Honorable Chair and Members, Pima County Board of Supervisors
Re: Proposition 425 Road Repair Funding Allocations among Jurisdictions and Supervisorial
Districts**

July 23, 2015

Page 2

Finally, I am recommending in the Draft Bond Implementation Plan that a pavement preservation commission be established by the Board. Their primary mission would be to oversee the County's pavement repair and replacement program and make recommendations about program implementation and selection of local streets for pavement repair to the Board. In this manner, the program remains citizen driven and reflects our continuing practice to have bond programs overseen and implemented with citizen oversight. The best example of such is the Bond Advisory Committee and the Conservation Acquisition Commission that have successfully overseen the implementation of the County's Open Space Program.

CHH/anc

Attachments

- c: John Bernal, Deputy County Administrator for Public Works**
- Priscilla Cornelio, Director, Department of Transportation**
- Nicole Fyffe, Executive Assistant to the County Administrator**
- Diana Durazo, Special Staff Assistant to the County Administrator**



MEMORANDUM

DATE: July 21, 2015

TO: C.H. Huckelberry, County Administrator

FROM: Priscilla S. Cornelio, P.E., Director

Priscilla Cornelio

SUBJECT: Proposition 425 District Analysis

This memorandum provides supplemental information to your July 17, 2015 **Proposition 425, Road and Highway Improvements: Road Repair and Pavement Preservation Program** memorandum to the Board of Supervisors. That memorandum provided the map of proposed improvements and very summary level breakdown of mileage by County Supervisor District. This memorandum provides a more detailed analysis by Supervisor District.

The map of recommended roadways that has been provided is for the arterial/collector roadways only. The tables and discussion included in this memorandum applies to the arterial/collector network of roads only unless stated otherwise. Each jurisdiction provided a list of arterial/collector roadways that they recommended for inclusion in the bond. The proportion of arterial/collectors to local roadways was left to the discretion of each jurisdiction, allowing each jurisdiction to follow their existing pavement management program to the greatest extent possible. The estimated cost for the recommended arterial/collectors shown on the map is approximately \$94.5 Million, leaving \$65.5 Million for the local roadways to be recommended on an annual basis when the bond passes. In some cases the lists of arterial/collector roadways that were provided to the county included some roads that would be considered local roadways by county staff utilizing FHWA classifications. This issue is being further researched and a revised map will be provided if deemed necessary.

Table 1 was included in the original memorandum, with the exception of the last column which reports the percentage of the total proposed mileage by district. The total mileage of the recommended arterial/collectors shown in Table 1 includes the County's recommended miles in the unincorporated area plus the recommended improvements within each incorporated jurisdiction. District 5 includes only the City of Tucson and unincorporated County, resulting in a relatively small increase between the unincorporated miles and total miles recommended for

improvement. Conversely, District 1 includes all of Oro Valley and a significant portion of Marana. Both of these jurisdictions currently have relatively good roads and can therefore utilize lower cost pavement treatments, improving many miles with their allocation of the bond funding and providing a large boost to the number of miles to be improved in District 1.

Table 1: Recommended Arterial/Collector Roadways

DISTRICT	PROPOSITION 425 PROPOSED UNINCORPORATED MILES	PROPOSITION 425 PROPOSED TOTAL MILES	PROPOSITION 425 PROPOSED Percentage of Total
1	42	139	37%
2	10	51	14%
3	32	97	26%
4	27	62	17%
5	10	25	7%
TOTAL	121	374	100%

Table 2: Unincorporated Pima County Arterial/Collector Roadways

DISTRICT	Unincorporated Paved/Maintained Miles	Percentage of Paved/Maintained Miles	PROPOSITION 425 PROPOSED UNINCORPORATED MILES	PROPOSITION 425 PROPOSED UNINCORPORATED PERCENTAGE
1	144	22%	42	35%
2	38	6%	10	8%
3	242	37%	32	26%
4	188	29%	27	22%
5	38	6%	10	8%
TOTAL	649	100%	121	100%

Table 2 expands on the original table providing the current number of arterial/collector paved miles maintained by Pima County within the unincorporated area and the comparative percentage for miles recommended in the bond and total miles. The number of miles recommended for improvement by district loosely follows the percentage of paved miles maintained by Pima County. Recommended mileage for Districts 1 and 3 vary the most from the percentage of paved arterial/collector roads maintained by the County. The reason for the

variance is the majority of District 3 lies within rural western Pima County; as such the volume of traffic seen on these roads is minimal in comparison to the roads within the urbanized District 1. Bond funding was focused on roads that could benefit the most users; therefore, there will be some variance between rural and urban areas.

The Proposed Bond Implementation Plan Ordinance (Ordinance) allows for each jurisdiction to select the appropriate type of treatment based on the condition of the roadway. The Ordinance does not mandate the percentage of mill and fills, micro seals or any other type of treatment. As discussed above a jurisdiction with good roads will be able to utilize lower cost treatments and improve proportionately more miles. Table 3 provides a summary of roadway condition by supervisor district for Ccounty maintained paved arterial/collector roads. As highlighted in Table 3 roads in poor and failed condition represent 61% of the total mileage of arterial/collector roadways. In Districts 1, 3 and 4 the percentage of poor and failed roads is 12%, 27% and 16% respectively. In Districts 2 and 5 the percentage of poor and failed roads is comparatively small at 2% and 4%. With the focus on improving roads in poor and failed condition those districts with more poor and failed had more mileage included in the arterial/collector recommendation.

Table 3: Pima County Arterial/Collector Roadway Condition by Supervisor District

CONDITION	DISTRICT	1	2	3	4	5	TOTAL
VERY GOOD	Miles	25	7	26	20	6	84
	Percent	4%	1%	4%	3%	1%	13%
GOOD	Miles	31	6	20	23	2	83
	Percent	5%	1%	3%	4%	0%	13%
FAIR	Miles	10	10	15	38	3	77
	Percent	2%	2%	2%	6%	0%	12%
POOR	Miles	60	9	116	70	19	274
	Percent	9%	1%	18%	11%	3%	42%
FAILED	Miles	17	4	61	34	5	121
	Percent	3%	1%	9%	5%	1%	19%
UNRATED	Miles	1	1	3	2	3	9
	Percent	0%	0%	0%	0%	0%	1%
TOTAL	Miles	144	38	242	188	38	649
		22%	6%	37%	29%	6%	100%

The City of Tucson is beginning the third year of road recovery bond work approved under Proposition 409. Proposition 409 includes 158 miles of major streets. Table 4 provides the mileage of Proposition 409 improvements and the combined total miles of Proposition 409 and 425. Proposition 409 provides proportionately more roads in Districts 2 and 5, than the other supervisor districts.

Table 4: Proposition 409 and 425 by Supervisor District

DISTRICT	PROPOSITION 425 UNINCORPORATED MILES	PROPOSITION 425 TOTAL MILES	PROPOSITION 409 TOTAL MILES	PROP 409 & 425 COMBINED MILES
1	42	139	1	140
2	10	51	34	85
3	32	97	19	116
4	27	62	19	81
5	10	25	41	66
SUBTOTAL	121	374	114	488
Shared District 2 with Districts 1, 3 or 4			10	
Shared District 5 with Districts 1, 3 or 4			10	
Shared District 2 & 5			23	
Share district 1 with Districts 3 or 4			2	
SUBTOTAL			44	
TOTAL PROPOSITION 409 MILEAGE			158	
TOTAL COMBINED PROPOSITION 409 and 425 MILEAGE				532

County Proposition 425 has identified approximately 374 miles of arterial and collector roadways utilizing the benefiting jurisdictions' pavement management systems prioritization representing approximately 60% of the total bond funding included for Road Repair and Pavement Preservation. The remaining 40% of the funding will be programmed for local streets. Within unincorporated Pima County the selection of local streets will be by the Pavement Preservation Commission. The basic criteria for local street selection has been included in the Ordinance; however, the specific criteria and final recommendations will be at the discretion of the commission.

PSC:KS:dg

Attachment

C.H. Huckelberry, County Administrator
Subject: Proposition 425 District Analysis
July 21, 2015
Page 5

c: John M. Bernal, Deputy County Administrator
Nicole Fyffe, Executive Assistant to County Administrator
Ana Olivares, Deputy Director
Kathryn Skinner, Sr. Program Manager
Sal Caccavale, CIP Advocacy Manager

City of Tucson Street Bond Projects by County District

DISTRICT SUMMARY	Total Projects	Project Miles	
D1 - District 1	1	0.77	
D2 - District 2	61	34.14	
D3 - District 3	30	15.08	
D4 - District 4	22	19	
D5 - District 5	66	41.18	
Sub-Total	180	114.17	
Shared, Multiple Districts	42	44.03	see page 5 for details
Total	222	158.20	

City of Tucson Street Bond Projects by County District

Project	Supervisor District(s)	Treatment Type	Fiscal Year	City Ward(s)	Distance (miles)
El Camino Del Cerro - Silverbell Rd. to I-10 Frontage Rd (West)	1	Fog Seal	2014	3	0.77
10th Ave. - 43rd St. to 44th St.	2	Fog Seal	2014	5	0.23
10th Ave. - 19th St. to 26th St.	2	Microsurface	2014	5	0.56
22nd St. - Alvernon Way to Swan Rd.	2	Fog Seal	2015	5, 6	1.01
22nd St. - Craycroft Rd. to Wilmot Rd.	2	Mill & Overlay	2014	6	1
22nd St. - Craycroft Rd. to Rook Ave.	2	Reconstruction	2018	6	0.85
22nd St. - Swan Rd. to Craycroft Rd.	2	Mill & Overlay	2014	4, 6	1.01
22nd St. - Kino Parkway Intersection	2	Fog Seal	2018	5	N/A
23rd St. - Cherrybell Stravenue Intesection	2	Fog Seal	2018	5	N/A
29th St. - Craycroft Rd. to Wilmot Rd.	2	Fog Seal	2014	4, 6	1.01
44th St. - 12th Ave. to 10th Ave.	2	Fog Seal	2014	5	0.55
6th Ave. - 18th St. Intersection	2	Fog Seal	2014	5, 6	N/A
6th Ave. - 23rd St. to 25th St.	2	Microsurface	2014	5	0.14
Ajo Way (IGA: I-10 Project) - Kino Ajo Connection Ramp to Kino Ajo Connection Ramp	2	Fog Seal	2014	5	0.35
Alvernon Way - 22nd St. to 29th St.	2	Mill & Overlay	2013	5	0.52
Benson Highway (Benson Hwy Project) - I-10 to Irvington Rd.	2	Mill & Overlay	2016	5	2.1
Bilby Rd. - Nogales Highway to Park Ave.	2	Microsurface	2014	5	0.32
Bilby Rd. - Del Moral Blvd. to Campbell Ave.	2	Microsurface	2014	5	0.27
Bilby Rd. (Nogales Highway Project) - Nogales Highway Intersection	2	Mill & Overlay	2016	5	N/A
Campbell Ave. - Benson Highway to Valencia Rd.	2	Fog Seal	2015	5	2.4
Campbell Ave.(Benson Hwy Project) - Benson Highway Intersection	2	Mill & Overlay	2016	5	N/A
Cherrybell Stravenue - 22nd St. Intersection	2	Fog Seal	2018	5	N/A
Country Club Rd. - Broadway Blvd. to Aviation Parkway	2	Mill & Overlay	2016	5, 6	1.69
Country Club Rd. - Ajo Way Intersection	2	Mill & Overlay	2015	5	N/A
Euclid Ave. - Broadway Blvd. to 12th St.	2	Microsurface	2014	5	0.1
Fairland Stravenue - Silverlake Rd. Intersection	2	Fog Seal	2018	5	N/A
Golf Links Rd. - Swan Rd. to Wilmot Rd.	2	Mill & Overlay	2013	4	2.08
Golf Links Rd. - Wilmot Rd. to Mann Ave.	2	Mill & Overlay	2013	2, 4	0.48
Golf Links Rd. - Wilmot Rd. Intersection	2	Fog Seal	2015	2, 4	N/A
Golf Links Rd. - Ajo Way to Swan Rd.	2	Fog Seal	2014	4, 5	1.78
Golf Links Rd. - Mann Ave. to Kolb Rd.	2	Fog Seal	2016	2, 4	0.51
Irvington Rd. - Park Ave. to Benson Highway	2	Mill & Overlay	2017	5	1.21
Kino Parkway - 22nd St. Intersection	2	Fog Seal	2018	5	N/A
Kolb Rd.(Kolb Rd. Prject) - Broadway Blvd. to 21st St.	2	Mill & Overlay	2014	2	0.91
Kolb Rd.(Kolb Rd. Project) - 22nd St. to Golf Links Rd.	2	Mill & Overlay	2014	2, 4	1
Nicaragua Dr. - Wilmot Rd. Intersection	2	Fog Seal	2015	4	N/A
Park Ave. - 36th St. to Tucson Market Place Blvd.	2	Fog Seal	2017	5	0.36
Silverlake Rd. - Kino Parkway to Campbell Ave.	2	Fog Seal	2018	5	0.36

Project	Supervisor District(s)	Treatment Type	Fiscal Year	City Ward(s)	Distance (miles)
Silverlake Rd. - Fairland Stravenue Intersection	2	Fog Seal	2018	5	N/A
Stone Ave. - 18th St. Intersection	2	Fog Seal	2014	5, 6	N/A
Swan Rd. - 22nd St. Intersection	2	Fog Seal	2015	4, 5, 6	N/A
Tucson Blvd. - Valencle Rd. to City Limits (Airport)	2	Mill & Overlay	2014	5	0.75
Tucson Market Place (Park Ave. Project) - Kino Parkway to Park Ave.	2	Fog Seal	2017	5	1.01
Wilmot Rd. - 29th St. Intersection	2	Fog Seal	2014	2, 4, 6	N/A
Wilmot Rd. - Golf Links Rd. to Nicaragua Dr.	2	Fog Seal	2015	4	0.76
Wilmot Rd. - 29th St. to Golf Links Rd.	2	Fog Seal	2015	2, 4	0.52
Wilmot Rd. - Broadway Blvd. to Park Place Dr.	2	Fog Seal	2014	2, 6	0.22
Wilmot Rd. - Park Place Dr. to 22nd St.	2	Mill & Overlay	2017	2, 6	0.76
Wilmot Rd. - 22nd St. to 29th St.	2	Mill & Overlay	2017	2, 6	0.48
Wilmot Rd. - 29th St. to Golf Links Rd.	2	Mill & Overlay	2017	2, 4	0.52
Wilmot Rd. - Golf Links Rd. Intersection	2	Mill & Overlay	2017	2, 4	N/A
10th Ave. - 18th St. to 19th St.	2	Reconstruction	2017	5	0.1
22nd St. - Tucson Blvd. to Alvernon Way	2	Reconstruction	2016	5, 6	1.5
Calle Polar - Nicaragua Dr. to Escalante Rd.	2	Reconstruction	2016	4	0.23
Church Ave. - Broadway Blvd. to Cushing St.	2	Reconstruction	2017	6	0.28
Corona Rd. - Tucson Blvd. to Country Club Rd.	2	Reconstruction	2016	5	0.5
Country Club Rd. - Drexel Rd. to Los Reales Rd.	2	Reconstruction	2016	5	2
Cushing St. - Granada Ave. to Stone Ave.	2	Reconstruction	2017	6	0.44
Escalante Rd. - Calle Polar to Kolb Rd.	2	Reconstruction	2016	4	0.73
Nicaragua Dr (Escalante Rd Project) - 270 E CL Wilmot Rd to NPI Calle Polar	2	Mill & Overlay	2016	4	0.19
Plumer Av - NPI Medina Rd to SPI Elvra Rd	2			5	0.25
River Rd - 841W CL Oracle Rd (City Limits) to WPI Oracle Rd (ADOT ROW)	2	Mill & Overlay	2017	3	0.16
Auto Mall Dr./Fairview Ave.(Fairview Project: PC IGA) - Wetmore Rd. to Oracle Rd.	3	Mill & Overlay	2014	3	0.64
Campbell Ave. - Prince Rd. to Fort Lowell Rd.	3	Fog Seal	2015	3	0.51
Campbell Ave. - Prince Rd. Intersection	3	Mill & Overlay	2015	3	N/A
Campbell Ave. - Fort Lowell Rd. to Glenn St.	3	Mill & Overlay	2015	3	0.5
Country Club Rd. - Fort Lowell Rd. Intersection	3	Fog Seal	2015	3	N/A
Flowing Wells Rd. - Roger Rd. to Miracle Mile	3	Mill & Overlay	2017	3	1.25
Fort Lowell Rd. - Oracle Rd. to Country Club Rd.	3	Fog Seal	2015	3	3
Glenn St. (Stone Ave. Project) - Stone Ave. Intersection	3	Reconstruction	2016	3	N/A
Glenn St. - Oracle Rd. to Stone Ave.	3	Microsurface	2014	3	0.36
Glenn St. - Stone Ave. to Alvernon Way	3	Microsurface	2014	3	3.64
Goret Rd. - Gaia Place to Silverbell Rd.	3	Microsurface	2014	1	0.53
Mountain Ave. - Roger Rd. to Fort Lowell Rd.	3	Fog Seal	2014	3	0.99
Oracle Rd. - Miracle Mile to Grant Rd.	3	Mill & Overlay	2013	3	0.74
Prince Rd. - Mountain Ave. Intersection	3	Fog Seal	2014	3	N/A
Prince Rd. - Oracle Rd. to Stone Ave.	3	Mill & Overlay	2015	3	0.35
Roger Rd. - Mountain Ave. Intersection	3	Fog Seal	2014	3	N/A
Roger Rd. - Oracle Rd. to 1st Ave.	3	Microsurface	2014	3	0.99
Stone Ave. - River Rd. to Wetmore Rd.	3	Mill & Overlay	2013	3	0.68
Stone Ave. - Fort Lowell Rd. Intersection	3	Fog Seal	2015	3	N/A
Stone Ave. - Roger Rd. to Prince Rd.	3	Mill & Overlay	2015	3	0.5
Stone Ave.(Stone Ave. Project) - Fort Lowell Rd. to Glenn St.	3	Reconstruction	2016	3	0.49
Stone Ave.(Stone Ave. Project) - Glenn St. to Grant Rd.	3	Reconstruction	2016	3	0.5
Tucson Blvd. - Glenn St. Intersection	3	Microsurface	2014	3	N/A
Wetmore Rd. - Oracle Rd. to Stone Ave.	3	Reconstruction	2014	3	0.5
Wetmore Rd. - Stone Ave. to 1st Ave.	3	Reconstruction	2014	3	0.5
Wetmore Rd.(Fairview Project: PC IGA @ Wetmore) - Fairview Ave. Intersection	3	Mill & Overlay	2014	3	N/A
Country Club Rd. - Prince Rd. to Ft. Lowell Rd.	3	Reconstruction	2017	3	0.96
Country Club Rd. - Ft. Lowell Rd. to Glenn St.	3	Reconstruction	2017	3	0.5

Project	Supervisor District(s)	Treatment Type	Fiscal Year	City Ward(s)	Distance (miles)
Tucson BI (Tucson BI Project) - 250S Cl. Glenn St to 250S Cl. Grant Rd	3	Reconstruction	2017	3, 6	0.5
Tucson BI (Tucson BI Project) - SPI Fort Lowell Rd to 250 N Cl. Glenn St	3	Reconstruction	2017	3	0.45
22nd St. - Houghton Rd. Intersection	4	Mill & Overlay	2014	2, 4	N/A
Craycroft Rd. - Glenn St. to Grant Rd.	4	Fog Seal	2014	2	0.5
Glenn St. - Swan Rd. to Craycroft Rd.	4	Microsurface	2014	2	1.01
Grant Rd. - Wilmot Rd. to Tanque Verde Rd.	4	Mill & Overlay	2014	2	0.54
Harrison Rd. - Calle Eunice to Speedway Blvd.	4	Fog Seal	2017	2	0.16
Houghton Rd. - Rita Rd. to Old Vail Rd.	4	Fog Seal	2014	4	1
Houghton Rd. - I-10 Exit Ramp (South) to Dawn Rd.	4	Mill & Overlay	2014	4	1.87
Houghton Rd. - Speedway Blvd. Intersection	4	Fog Seal	2017	2	N/A
Kolb Rd.(Kolb Rd. Project) - Tanque Verde Rd. to Speedway Blvd.	4	Mill & Overlay	2014	2	1.05
Kolb Rd.(Kolb Rd. Project) - Speedway Blvd. to Broadway Blvd.	4	Mill & Overlay	2014	2	1
Mary Ann Cleveland Way - Houghton Rd. Intersection	4	Fog Seal	2014	4	N/A
Old Spanish Trail - Harrison Rd. to Melpomene Way	4	Reconstruction	2017	2, 4	2.45
Old Vail Rd. - Rita Rd. to Houghton Rd.	4	Fog Seal	2014	4	1.93
Pantano Rd. - Speedway Blvd. to Broadway Blvd.	4	Mill & Overlay	2016	2	0.99
Sabino Canyon Rd. - Tanque Verde Rd. Intersection	4	Fog Seal	2017	2	N/A
Speedway Blvd. - Wilmot Rd. to Kolb Rd.	4	Microsurface	2014	2	0.99
Speedway Blvd. - Camino Seco to Houghton Rd.	4	Fog Seal	2017	2	1.99
Speedway Blvd. - Pantano Rd. to Camino Seco	4	Mill & Overlay	2018	2	1
Tanque Verde Rd. - Catalina Highway Intersection	4	Fog Seal	2016	2	N/A
Tanque Verde Rd. - Sabino Canyon Rd. Intersection	4	Fog Seal	2017	2	N/A
22nd St. - Camino Seco to Houghton Rd.	4	Mill & Overlay	2017	2, 4	2
Tanque Verde Rd - EPI Kolb Rd to 280W Cl. Sabino Canyon Rd	4	Mill & Overlay	2017	2	0.52
22nd St. - I-10 Frontage Rd. (West) to I-10 Frontage Rd. (East)	5	Fog Seal	2014	1	0.06
6th St. - Stone Ave. to Country Club Rd.	5	Reconstruction	2015	6	2.65
Alameda St. - Stone Ave. to Church Ave.	5	Fog Seal	2015	1	0.08
Anklam Rd. - Greasewood Rd. to Anklam Rd.	5	Fog Seal	2015	1	0.89
Campbell Ave. - University Blvd. to Broadway Blvd.	5	Mill & Overlay	2014	6	0.7
Church Ave. - Pennington St. to Broadway Blvd.	5	Microsurface	2014	6	0.11
Church Ave. - Alameda St. Intersection	5	Fog Seal	2015	1, 6	N/A
Columbus Blvd. - Speedway Blvd. Intersection	5	Mill & Overlay	2015	6	N/A
Congress St. - 4th Ave. to 5th Ave	5	Fog Seal	2014	6	0.05
Country Club Rd. - Speedway Blvd. to Broadway Blvd.	5	Mill & Overlay	2016	6	0.99
Euclid Ave. - Speedway Blvd. to University Blvd.	5	Reconstruction	2016	6	0.3
Euclid Ave. - University Blvd. to 6th St.	5	Reconstruction	2016	6	0.27
Euclid Ave. - 6th St. to Broadway Blvd.	5	Reconstruction	2016	6	0.44
Euclid Ave. - Grant Rd. to Speedway Blvd.	5	Mill & Overlay	2018	3, 6	1.01
Grande Ave. - Mission Lane to Mission Rd.	5	Fog Seal	2015	1	0.61
Grande Ave. - Congress St. Intersection	5	Fog Seal	2015	1	N/A
Grande Ave. - Speedway Blvd. to Congress St.	5	Reconstruction	2017	1	1.08
Grande Ave. - Grande Ave./Cushing St. Roundabout to Mission Lane	5	Mill & Overlay	2014	1	0.18
Grande Ave. - Congress St. Intersection	5	Mill & Overlay	2014	1	N/A
Grande Ave./Cushing St. Roundabout - Congress St. to Grande Ave./Cushing St. Roundab	5	Microsurface	2014	1	0.24
Greasewood Rd. - Speedway Blvd. Intersection	5	Fog Seal	2014	1	N/A
Greasewood Rd. - Speedway Blvd. to Anklam Rd.	5	Fog Seal	2015	1	0.77
Greasewood Rd. - Ironwood Hill Dr. to Speedway Blvd.	5	Mill & Overlay	2016	1	1.03
Irvington Rd. - I-19 Ramp (East) to 6th Ave.	5	Mill & Overlay	2018	1, 5	0.91
Mission Rd. - Grande Ave. to Ajo Way	5	Mill & Overlay	2013	1	2.19
Mission Rd. - Grande Ave. Intersection	5	Fog Seal	2015	1	N/A
Mission Rd. - Grande Ave. to Starr Pass Blvd.	5	Fog Seal	2015	1	0.12
Mission Rd. Ramp A - Grande Ave. to Mission Rd.	5	Fog Seal	2015	1	0.09

Project	Supervisor District(s)	Treatment Type	Fiscal Year	City Ward(s)	Distance (miles)
Nogales Highway (Nogales Highway Project) - Drexel Rd. to Valencia Rd.	5	Mill & Overlay	2016	5	1.08
Oak Tree Dr. - Midvale Park Rd. to Headley Rd.	5	Fog Seal	2014	1	1.4
Oracle Rd. - Grant Rd. to Drachman Rd.	5	Mill & Overlay	2013	3	0.74
Saint Marys Rd. - Anklam Rd. to Silverbell Rd.	5	Fog Seal	2015	1	0.45
Saint Marys Rd. - I-10 Frontage Rd.(West) to I-10 Frontage Rd.(East)	5	Fog Seal	2014	1	0.06
Silverbell Rd. - Saint Marys Rd. intersection	5	Fog Seal	2015	1	N/A
Silverlake Rd. - I-10 Frontage Rd.(West) to I-10 Frontage Rd.(East)	5	Fog Seal	2014	1	0.07
Speedway Blvd. - 2nd Ave. to Campbell Ave.	5	Mill & Overlay	2016	6	1.09
Speedway Blvd. - 7th Ave. to 2nd Ave.	5	Reconstruction	2015	6	0.45
Speedway Blvd. - Main Ave. to 7th Ave.	5	Mill & Overlay	2015	1, 3	0.45
Speedway Blvd. - Main Ave. intersection	5	Mill & Overlay	2016	1, 3	N/A
Speedway Blvd. - I-10 Frontage Rd.(West) to I-10 Frontage Rd.(East)	5	Fog Seal	2014	1, 3	0.06
Speedway Blvd. - Alvernon Way to Rosemont Blvd.	5	Mill & Overlay	2015	6	1.5
Speedway Blvd. - Gressewood Rd. to Silverbell Rd.	5	Mill & Overlay	2015	1	1.03
Starr Pass Blvd. - Camino Santiago to Santa Cruz Lane	5	Fog Seal	2015	1	1.28
Stone Ave. - Toole Ave. intersection	5	Fog Seal	2015	1, 6	N/A
Toole Ave. - 4th Ave. intersection	5	Fog Seal	2014	6	N/A
Toole Ave. - Stone Ave. to 4th Ave.	5	Fog Seal	2015	6	0.44
5th St. - Country Club Rd. to Wilmot Rd.	5	Mill & Overlay	2017	6	4.02
6th Ave. - Toole Ave. to Congress St.	5	Mill & Overlay	2017	6	0.16
Alameda St. - Stone Ave. to 6th Ave.	5	Mill & Overlay	2017	6	0.18
Alameda St. - Grenada Ave. to Church Ave.	5	Mill & Overlay	2017	1	0.23
Church Ave. - Alameda St. to Pennington St.	5	Reconstruction	2017	1	0.09
Church Ave. - 6th St. to Alameda St.	5	Reconstruction	2017	1	0.3
Congress St. - Silverbell Rd. to Grande Ave.	5	Reconstruction	2017	1	0.3
Elm St. - Tucson Blvd. to Country Club Rd.	5	Reconstruction	2016	6	0.51
Franklin St. - EPI Granada Av to WPI Stone Av	5	Mill & Overlay	2017	1	0.34
Granada Av. - 1955 CL Saint Marys Rd to NPI Congress St	5	Mill & Overlay	2017	1	0.4
Main Av (10th Av Project) - SPI Cushing St to NPI 18th St	5	Reconstruction	2017	6	0.32
Midvale Rd - SPI Irvington Rd to NPI Valencia Rd	5	Mill & Overlay	2017	1	1.84
Nogales HY (Nogales HY Project) - SPI Irvington Rd to NPI Drexel Rd	5	Mill & Overlay	2015	5	1.07
Nogales HY (Nogales HY Project) - SPI Valencia Rd to NPI Los Reales Rd	5	Mill & Overlay	2015	1, 5	1.02
Pennington St - NPI Congress to WPI Stone Av	5	Mill & Overlay	2017	1	0.28
Pima St (Pima St Project) - CL Country Club Rd to 116E CL Columbus Bl	5	Reconstruction	2016	6	1.48
Rosemont Bl - SPI Speedway Bl to NPI Winsett St	5	Reconstruction	2016	6	1.49
Silverbell Rd (Silverbell Rd Project) - 3675 CL Saint Marys Rd to NPI Congress St	5	Mill & Overlay	2017	1	0.66
Stone Av (Skip/Meet DT Links Project Limits) - SPI 1st St to NPI Broadway Bl	5	Mill & Overlay	2017	1, 6	0.9
Stone Av (Stone Av Project) - SPI Grant Rd to NPI Drachman St	5	Reconstruction	2015	3	0.74
Silverbell Rd. - El Camino Del Cerro Intersection	1, 3	Fog Seal	2014	3	N/A
River Rd - CL Stone Lp (City Limits) to EPI 1st Av	1, 3	Mill & Overlay	2017	3	0.52
Craycroft Rd. - River Rd. to Glenn St.	1, 4	Mill & Overlay	2013	2	1.07
22nd St. - Kolb Rd. to Sarnoff Dr.	2, 4	Mill & Overlay	2018	2, 4	1.5
Broadway Blvd. - Wilmot Rd. to Pantano Rd.	2, 4	Mill & Overlay	2013	2	2
Broadway Blvd. - Pantano Rd. to Camino Seco	2, 4	Mill & Overlay	2016	2	1
Kolb Rd. - Golf Links Rd. intersection	2, 4	Fog Seal	2016	2, 4	N/A
Wilmot Rd. - I-10 Exit Ramp(South) to Hermans Rd.	2, 4	Fog Seal	2014	4, 5	0.6
Escalante Rd. - Pantano Rd. to Apache Well Dr.	2, 4	Reconstruction	2016	4	1.32
Kolb Rd - 11505 CL Golf Links Rd to 6820S CL Irvington Rd (City Limits)	2, 4	Mill & Overlay	2017	4	3.08
Craycroft Rd. - Grant Rd. to 29th St.	2, 4, 5	Mill & Overlay	2018	2, 4, 6	3.49
12th Ave. - 38th St. to 42nd St.	2, 5	Microsurface	2014	1, 5	0.25
12th Ave. - 42nd St. to 44th St	2, 5	Fog Seal	2014	1, 5	0.12
Ajo Way (ADOT IGA @ I-19 and I-10) - I-19 Exit Ramp (West) to Country Club Rd.	2, 5	Mill & Overlay	2015	1, 5	3.58

Project	Supervisor District(s)	Treatment Type	Fiscal Year	City Ward(s)	Distance (Miles)
Alvernon Way - Broadway Blvd. Intersection	2, 5	Microsurface	2014	6	N/A
Broadway Blvd. - Craycroft Rd. to Wilmot Rd.	2, 5	Fog Seal	2014	6	1.01
Broadway Blvd. - Granada Ave. to Church Ave.	2, 5	Microsurface	2014	6	0.22
Broadway Blvd. - Euclid Ave. to Park Ave.	2, 5	Microsurface	2014	5, 6	0.18
Broadway Blvd. - Stewart Ave. to Williams Blvd.	2, 5	Microsurface	2014	6	2.92
Broadway Blvd. - 5th Ave. Intersection	2, 5	Fog Seal	2014	6	N/A
Broadway Blvd. - 4th Ave. Intersection	2, 5	Fog Seal	2014	6	N/A
Congress St. - Grande Ave. to I-10 Frontage Rd (East)	2, 5	Fog Seal	2015	1, 6	0.52
Congress St. - I-10 Frontage Rd (East) to Granada Ave	2, 5	Microsurface	2014	1, 6	0.21
Congress St. - 5th Ave. to Granada Ave.	2, 5	Microsurface	2014	1, 6	0.53
Country Club Rd. - Broadway Blvd. Intersection	2, 5	Microsurface	2014	6	N/A
Cushing St. - Avenida Del Convento to I-10 Frontage Rd (east)	2, 5	Fog Seal	2017	1, 6	0.35
Drexel Rd.(Nogales Highway Project) - Nogales Highway Intersection	2, 5	Mill & Overlay	2016	5	N/A
Irrington Rd. - 6th Ave. to Park Ave.	2, 5	Mill & Overlay	2016	5	0.7
Toole Ave. - Broadway Blvd. Intersection	2, 5	Fog Seal	2014	6	N/A
12th Ave. - 44th St. to Santa Paula St.	2, 5	Reconstruction	2017	1, 5	3.38
Alvernon Way - Speedway Blvd. to 22nd St.	2, 5	Mill & Overlay	2017	6	2.01
Valencia Rd - EPI 12th Av to 1100W Cl. Alvernon Wy	2, 5	Mill & Overlay	2017	1, 5	3.79
Alvernon Way - Fort Lowell Rd. to Speedway Blvd.	3, 5	Mill & Overlay	2018	3, 6	1.99
Drexel Rd. - Mission Rd. to Mahan Dr.	3, 5	Fog Seal	2014	1	1.01
Grant Rd. - Oracle Rd. Intersection	3, 5	Fog Seal	2018	3	N/A
Ironwood Hill Dr. - Painted Hills Rd. to Silverbell Rd.	3, 5	Reconstruction	2017	1	1.34
Oracle Rd. - Grant Rd. Intersection	3, 5	Fog Seal	2018	3	N/A
Country Club Rd. - Glenn St. to Speedway Blvd.	3, 5	Reconstruction	2017	3, 6	1.53
Grant Rd. - Beverly Ave. to Craycroft Rd.	4, 5	Fog Seal	2014	2, 6	0.26
Pima St. - Swan Rd. to Tanque Verde Rd.	4, 5	Microsurface	2014	2, 6	2.05
Wilmot Rd. - Pima St. to Speedway Blvd.	4, 5	Mill & Overlay	2017	2, 6	0.51
Wilmot Rd. - Speedway Blvd. to Broadway Blvd.	4, 5	Mill & Overlay	2017	2, 6	0.99

Total Miles, Not Shared = 114.17
 Total Miles, Shared = 44.03
 Total Miles = 158.2

DISTRICT SUMMARY	Projects	Project Miles
D1 - District 1	1	0.77
D2 - District 2	61	34.14
D3 - District 3	30	13.08
D4 - District 4	22	19.00
D5 - District 5	66	41.18
Sub-Total	280	134.17
Shared, Multiple Districts	42	44.03
Total	222	158.20

	Projects	Project Miles
Shared District 2 with Districts 1, 3 or 4	7	9.50
Shared District 5 with Districts 1, 3 or 4	10	9.68
Shared District 2 & 5	22	23.26
Share district 1 with Districts 3 or 4	3	1.59
Total	42	44.03

Maura Kwiatkowski

From: John Bernal
Sent: Tuesday, July 21, 2015 1:25 PM
To: Maura Kwiatkowski
Cc: Juanita Garcia-Seiger; Priscilla Cornelio; Ana Olivares; Kathryn Skinner
Subject: RE: Pavement Preservation Bond funded program

Maura, DOT provided the following table to respond to Chuck's specific question.

A memorandum with additional useful analysis of the currently proposed mileage is also being finalized the includes mileage improved, or proposed to be improved, under the City of Tucson's Prop. 409 program also differentiated by Supervisory District.

Proposition 425 Proposed Mileage by Jurisdiction

	Marana	Oro Valley	Sahuarita	South Tucson	Tucson	Pima County	Total
BOS D1	39	58				42	139
BOS D2			20	1	20	10	51
BOS D3	44		7		14	32	97
BOS D4			10		25	27	62
BOS D5					15	10	25
TOTAL	83	58	37	1	74	121	374

From: Maura Kwiatkowski
Sent: Tuesday, July 21, 2015 11:08 AM
To: John Bernal
Cc: Juanita Garcia-Seiger
Subject: FW: Pavement Preservation Bond funded program

Hello, John.

Chuck would appreciate your review of this summary table. What is the jurisdictional breakdown of the mileage not in the unincorporated area?

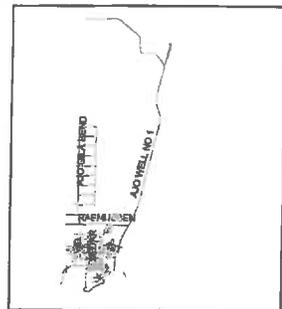
Thanks,
Maura

From: John Bernal
Sent: Thursday, July 16, 2015 4:59 PM
To: Chuck Huckelberry

Pima County Maintained Paved Roads

- Paved road maintained by the County
 - Paved road - multi-jurisdiction, may be subject to IGA
- Board of Supervisor Districts**
- District 1
 - District 2
 - District 3
 - District 4
 - District 5

Ajo, AZ Inset Map



The information depicted on this display is the result of digital analysis performed on a variety of datasets provided and maintained by several governmental agencies. The accuracy of the information presented is limited to the collective accuracy of these databases on the date of the analysis. Pima County Information Technology Department Geographic Information Systems makes no claims regarding the accuracy of the information displayed here. This product is subject to the GIS Data User Disclaimer and User Instructions.



PIMA COUNTY
GEOGRAPHIC INFORMATION SYSTEMS
Pima County Information Technology Dept.
201 North Stone Avenue - 8th Floor
Tucson, Arizona 85724-1200
(520) 243-4200 - FAX: (520) 795-5428
7/13/2015

