

**Draft Road Repair Plan for Unincorporated Pima County to Include in the  
Bond Implementation Plan Ordinance**

**1. Overall Goal for Road Repair**

To fully repair and preserve all unincorporated Pima County-maintained paved roadways within ten years so that the County’s annual transportation State-shared revenues will be sufficient to fully fund preservation in subsequent years. This includes 1,891 miles of paved County-maintained roadways in unincorporated Pima County, of which approximately 70 percent are in poor or failed condition, and approximately 30 percent are in fair to very good condition.

**2. Objectives**

**Objective 1— Implement a County Road Repair Plan in first five years (2019-2023)**

The \$166.8 million unincorporated County allocation of bond proceeds, along with approximately \$78 million in County State-shared transportation revenues is estimated to be sufficient to fund a five-year “County Road Repair Plan.”

**Objective 2—Secure additional funding for second five-years (2024-2028)**

To fully repair and preserve all unincorporated County roads within ten years, it will be necessary to secure an estimated additional \$166.8 million to fund a second five years of road repairs. If the County has not identified another source of revenue by the end of year-three of the County Road Repair Plan, the County Administrator will prepare for the Board of Supervisors the necessary materials to call another bond election, which if authorized by voters, would provide the necessary additional funding.

**3. Qualifying Treatments for County Road Repair Plan**

The County Road Repair Plan includes activities solely related to the reconstruction, repair and preservation of County-maintained paved roadways to maximize pavement conditions. Pavement conditions are rated using the Pavement Surface Evaluation and Rating (PASER) system. The PASER scale runs from 1 to 10, with 1 being a road in failed condition and 10 being a road in very good condition. Qualifying repair and preservation treatment activities include fog sealing, chip sealing, micro-surfacing, mill and overlay, and reconstruction. Under this definition, reconstruction, repair and preservation of roadways is only applicable to the pavement section and federally required Americans with Disabilities Act (ADA) infrastructure improvements required by the application of a particular repair or preservation treatment.

To implement the County Road Repair Plan, bond proceeds for unincorporated Pima County will be solely allocated to capital repair treatments such as mill and overlay, and reconstruction, while the County’s annual State-shared transportation revenues will be allocated to preservation treatments.

**4. Roadway Reconstruction, Repair & Preservation Selection Criteria for County Road Repair Plan**

Roads will be prioritized annually for reconstruction, repair and preservation using an automated model developed by the Transportation Department that relies upon available annual funding and the following selection criteria:

- Group road segments requiring similar treatment by Township, Section & Range, subdivision, street name and address range to create work zones
- Update PASER annually
- Repair or reconstruct roads with worst PASER first using available bond proceeds available annually
- Preserve roads with best PASER first using the County's State-shared transportation revenues available annually

By implementing the County Road Repair Plan, it is anticipated that the County's share of bond proceeds will be sufficient to repair or reconstruct an estimated 725 miles of roadways and the County's State-shared transportation revenues will be sufficient to preserve an estimated 292 miles of roadways in good and better condition.

## **5. Annual List of Roads**

On an annual basis, the Department of Transportation and Pima County's Finance Department will determine: the total amount of bonds to be sold, the County's share of proceeds from that bond sale based on the distribution formula, and the County's annual State-shared transportation revenues available for pavement preservation. The Department of Transportation will then use the above selection criteria to develop a recommended "Annual List of Roads" to be reconstructed and repaired with the proceeds from that year's bond sale, and to be preserved with the County's annual State-shared transportation revenues. The recommended lists will be reviewed, adjusted if necessary, and recommended by the Transportation Advisory Committee and then transmitted to the Board of Supervisors for approval.

## **6. Procurement**

After approval of the Annual List of Roads, the Department of Transportation will work with Pima County's Procurement office to prepare bid packages and bid the projects.