

GRANT ROAD

Improvement Plan



Mobility

Vitality

Sustainability

Voters approved the improvements to Grant Road from Swan to Oracle Roads in 2006 as part of the Regional Transportation Authority plan. The City of Tucson is now in the process of planning the improvements to Grant Road.

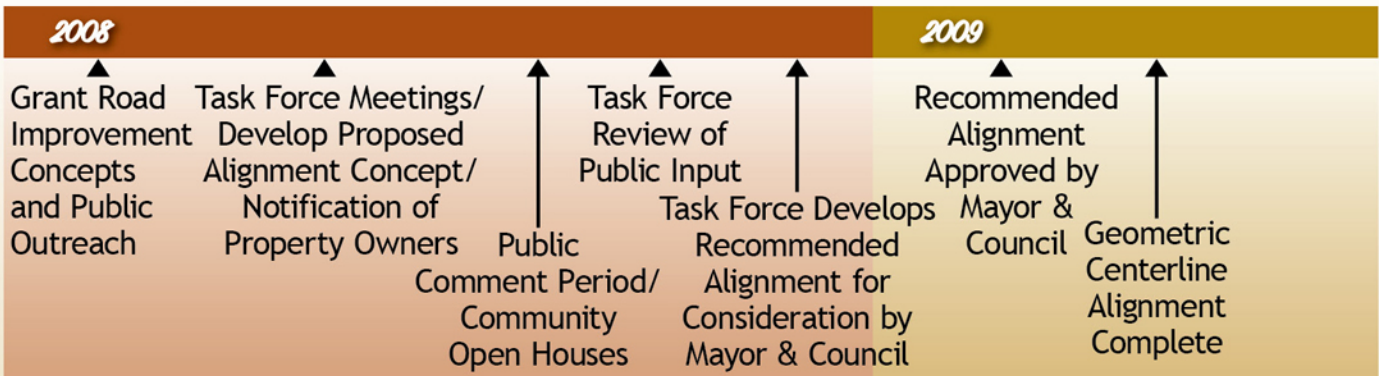


- Five miles between Oracle and Swan Roads
- Largest Regional Transportation Authority project, six travel lanes with a median
- \$166 Million budgeted for planning, design, construction, right-of-way acquisition
- Planning: 2007-2010
- Construction: Beginning 2011 at the Grant Road and Oracle Road intersection



TIMELINE AND GOALS

The Grant Road Improvement Plan includes the roadway alignment, landscape and streetscape plans, and land use and revitalization plans. Construction of the roadway will begin in approximately 2011 at the Grant and Oracle intersection and will be accomplished in phases to minimize disruption to mobility and businesses.



GRANT-ORACLE INTERSECTION – 2011

THE FIRST GRANT ROAD IMPROVEMENT PROJECT

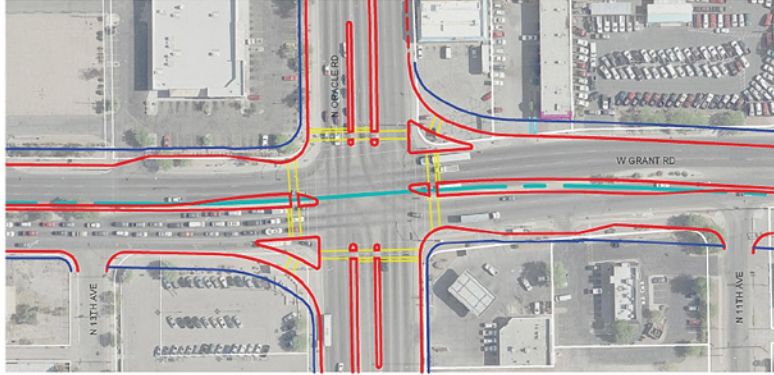
The Grant Road team has heard from neighborhoods, businesses, leaders, and many other stakeholders about the value of a showcase project to display the design innovations planned for Grant Road. In response, the Grant Road Citizen Task Force recommended the Grant Road-Oracle Road Intersection as an improvement project to be reconstructed two years ahead of the planned schedule.

Reconstruction of the Oracle Intersection will begin in 2011 and be completed by the end of 2012. The project boundaries are 15th Ave. on the west, Castro Ave. on the east, Alturas St. on the north, and Sahuaro St. & Rillito St. on the south.

To determine which intersection should be constructed first, the planning team conducted technical analyses of all major intersections on Grant Road then sought

community input on the matter. The Oracle Intersection was ranked as one where this significant investment would provide the most benefits to the area and to regional travelers.

The Oracle Intersection will provide the public with an operating intersection that will serve as a template of the innovations that will be featured on the entire roadway.



Property owners, tenants, residents, neighborhoods, and other stakeholder groups will be kept informed of progress and of opportunities to be involved in the planning and design of the Grant-Oracle Intersection. Visit the Grant Road project website at www.grantroad.info or call 520-624-4727.

Grant Road RECONSTRUCTION SCHEDULE

Construction*	Improvement Boundaries	Right-of-Way Acquisition Boundaries
2011–2012	1 - Oracle Road intersection (15 th Ave.—Castro Ave.)	15 th Ave.—Stone Ave.
2014–2015	2 - Stone Ave. & 1st Ave. intersections (Castro Ave.—Fremont Ave.)	Stone Ave.—Mountain Ave.
2015–2016	3 - Swan Rd. intersection (Bryant Ave.—Arcadia Ave.)	Sycamore Blvd.—Arcadia Ave.
2018–2019	4 - Alvernon Way intersection (Sparkman Blvd.—Bryant Ave.)	Edith Blvd.—Sycamore Blvd.
2021–2022	5 - Campbell Ave. intersection (Fremont Ave.—Plumer Ave.)	Mountain Ave.—Tucson Blvd.
2023–2024	6 - Country Club Rd. intersection (Plumer Ave.—Sparkman Blvd.)	Tucson Blvd.—Edith Blvd.

Note: Right-of-Way acquisition will typically occur 600-800 ft. beyond the improvement segment to allow for the roadway to transition back to the existing 4 lanes.

* The Reconstruction Schedule is subject to modification throughout the course of the project.

2010

Reconstruction Schedule Developed

Right-of-Way Acquisition Begins at Oracle

Draft Design Concept Report for Roadway, Streetscape, and Landscape Design for Entire Roadway

15% Design Open House

Final Design Concept Report

30% Design Open House

WHAT ARE CONTEXT SENSITIVE SOLUTIONS?

The City of Tucson is using an approach called Context Sensitive Solutions (CSS) to plan improvements to Grant Road. Context Sensitive Solutions are the art and science of improving places, including streets, in harmony with surrounding areas.

- Involves the public early and often
- Incorporates community values
- Enhances the livability and environment of the area
- Improves safety and mobility for all transportation modes
- Encourages flexibility in design

