

2004 STREET BOND PROJECTS

| Project Title | Amount | Scope |
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| Advance Right-of-way Acquisition | \$600,000 | The purchase of rights-of-way for arterial and collector roadways, as designated on the approved Long Range Major Street Plan, where the early purchase is economically prudent, or where the preservation of right-of-way for completion of arterial and collector roadways is necessary to ensure development of the major street system. 50% of the improvements are anticipated to occur within the 1960 boundaries. |
| Advance Transportation Planning & Engineering | \$500,000 | Conduct transportation planning, environmental and engineering evaluations, including data research, traffic needs analysis, preliminary plan layout, aerial mapping and design activities. 50% of the improvements are estimated to occur within the 1960 boundaries. |
| Albuquerque Traffic Management System | \$500,000 | Planning, design and implementation of the replacement and expansion of the central computer control system to eventually interconnect all signalized intersections within the city. Improvements include: equipment purchases, design and construction of the interconnections, upgrade of existing signals, and the design and installation of an emergency vehicle pre-emption system. Work is to be designed and constructed in multiple phases with implementation taking place over multiple bond cycles. Continue to leverage Bond funds for the purpose of securing additional federal funding. 60% of the improvements are estimated to occur within the 1960 boundaries and 25% within the 1980 boundaries. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Bridge Repair | \$750,000 | Design and repair or reconstruction of bridge and crossing structures requiring rehabilitation or aesthetic improvements. Acquisition of right-of-way if necessary. The typical per project cost ranges from \$10,000 to \$60,000 for minor repair. Major structure replacement can approach \$3.0 million. At least 80% of the improvements are anticipated to occur within the 1960 City boundaries |
| Infill/Community Vitality (Unser Boulevard) | \$3,000,000 | Design and construction of neighborhood and community enhancement projects, such as median landscaping, spot intersection improvements, pedestrian and bicycle improvements and others as determined to be consistent with the City Council mandate. |
| Intersection Signalization | \$1,561,000 | Installation or modification of traffic signals/ intersection control where warranted in response to changed traffic conditions. Includes the purchase of materials and equipment to install or upgrade traffic signals, associated signal equipment and required personnel. 50% of the improvements are anticipated to occur within the 1960 boundaries and 25% within the 1980 boundaries. |
| Landscaping / Sidewalks / Medians - Council District 2 | \$380,000 | Design and construct improvements for sidewalks, medians and landscaping in District 2. |
| Landscaping / Sidewalks / Medians - Council District 3 | \$350,000 | Design and construct sidewalk improvements, median landscaping, and streetscape improvements in District 3. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Lead Avenue Improvements | \$1,000,000 | Street resurfacing and reconstruction improvements including: the reduction of driving lanes from 4 to 3, the addition of bicycle lanes, sidewalk replacement/modernization in compliance with ADA requirements and streetscape enhancements. 100% of the project is within the 1960 boundaries. |
| Los Candelarias Village Center Land Acquisition | \$300,000 | To acquire property within the Los Candelarias Village Center and Metropolitan Redevelopment Area (12th and Candelaria NW). Future land assemblage will provide much needed residential uses within the North Valley and follow the redevelopment concepts and design guidelines outlined in the Los Candelarias Village Center Plan adopted January 2002. |
| Major Paving Rehab | \$5,900,000 | Reconstruct and rehabilitate paved and unpaved streets via: heater repaving; in place pulverization and overlay; cold milling and asphalt concrete inlay; rubberize crack/slurry seals. Includes minor work on curb and gutter, sidewalk and wheelchair ramps. The typical cost per lane mile is \$50,000 to \$100,000. 80% of the improvements are anticipated to occur within the 1960 boundaries and 20% within the 1980 boundaries. |
| McMahon Boulevard Extension | \$2,000,000 | Design, land acquisition and construction of roadway, pedestrian, bikeway, landscaping, utility and associated improvements consistent with the adopted federal environmental assessment. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Median/Interstate Landscaping | \$7,000,000 | Design and construction of median and/or interstate landscaping, including irrigation systems, decorative concrete, and/or rock treatments on existing City streets or I-40 or I-25. Design and construct rehabilitation improvements to existing medians and/or landscaped areas along the interstate system within the City of Albuquerque. |
| Median Landscaping - Council District 5 | \$350,000 | Design and construction of median landscaping in District 5. |
| Montgomery Noise Wall - Council District 7 | \$50,000 | Plan, conduct and complete a feasibility study of solutions to traffic noise problems along Montgomery Blvd. (between Morris and San Mateo) to protect adjacent neighborhoods. |
| Neighborhood Association Signs - Council District 2 | \$25,000 | Design, construct and install neighborhood recognition signs in District 2. |
| Neighborhood Association Signs - Council District 3 | \$20,000 | Design, construct and install neighborhood recognition signs in District 3. |
| Neighborhood Enhancements - Council District 7 | \$346,000 | Design, construction and installation of traffic calming devices; design, construction and installation for roadway enhancement features; purchase, construction and installation of neighborhood identity signs; purchase and installation of traffic signs throughout District 7. |
| Neighborhood Entrance Marquees - Council District 5 | \$10,000 | Design, construct and install marquees at entrances of neighborhoods in District 5. |
| Neighborhood Traffic Improvements | \$400,000 | Design, right-of-way acquisition, material purchases and construction of neighborhood traffic calming improvements approved in conjunction with the city's Neighborhood Traffic Management Program. 60% of the improvements are estimated to occur within the 1960 boundaries and 25% within the 1980 boundaries. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Paseo Del Norte West | \$8,700,000 | Design, right-of-way acquisition and construction of approximately 3 miles of 4-lane, limited access, principal arterial between Rainbow and Golf Course, consistent with the City Council adopted location plans and environmental documentation. Consistent with the requirements of R-04-78, the design for Paseo del Norte shall include 1) low noise asphalt and a high quality sound wall. The sound walls shall be designed to protect the neighborhoods and shall be aesthetically pleasing to blend with the natural vegetation and landscape of the area; 2) landscaping; and 3) consultation with an environmental scientist and archaeologist regarding preservation of the natural drainage and ecological corridors that promote area wildlife and plant habitat, the mitigation of the impact on cultural resources, and the provision of recreation trails and trail connections along the escarpment. |
| Pedestrian, Bicyclist and Traffic Friendly Improvements - Council District 6 | \$380,000 | Design, construct and install pedestrian, bicyclist, and traffic friendly improvements throughout District 6. |
| Reconstruct Major Intersections | \$3,500,000 | Design, right-of-way acquisition and construction/reconstruction of major intersections. Improvements may include additional turning lanes, channelization, and median modification. The scope also provides for design services, limited right-of-way acquisition, and other necessary resources such as technical documents, hardware and software tools. Typical per project costs may range from \$500 thousand to \$2.0 million. These funds are typically combined with other fund sources. 80% of the improvements are anticipated to occur within the 1960 City boundaries. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Reconstruct Major Streets | \$3,500,000 | Design, right-of-way acquisition and construction/reconstruction of major streets where sections are missing or the on-going pavement management program indicates a high priority need beyond scheduled rehabilitation. Includes design and right-of-way acquisition. The typical per project cost ranges from \$2.0 million to \$6.0 million. These funds are typically combined with other fund sources. 80% of the improvements are anticipated to occur within the 1960 boundaries. |
| Replace Street Maintenance Heavy Equipment | \$750,000 | Replacement of street maintenance equipment including motor graders, front end loaders, dump trucks, pot-hole repair equipment, street sweepers and other such heavy equipment. The scope of work also includes the construction of facilities to house equipment. 70% of the equipment is utilized within the 1960 boundaries. |
| Safety & Intersection Improvements | \$500,000 | Design and install safety and intersection improvements city wide. Improvements include guard rails, school crossing flashers, roadway channelization, minor right-of-way acquisition, minor alignment changes, turn lane additions and other such roadway improvements. Includes necessary hardware and software tools for analysis of alternatives for implementation of appropriate modifications. The installation of school crossing flashing beacons is a City Council mandated program. 50% of the improvements are anticipated to occur within the 1960 boundaries and 25% within the 1980 boundaries. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Second Street Improvements | \$100,000 | Design, land acquisition and reconstruction of Second Street, including general purpose driving lanes, intersection improvements, drainage improvements, commuter bicycle lanes, multi-purpose trail facility and median and roadside landscaping. The initial phase improvements involve the intersections at Montano and Menaul. Improvements linking each of the major intersections will be developed in the future pending available funding. 100% of the project is within the 1960 boundaries. |
| Sidewalk Improvements | \$410,000 | Construction of missing or repair to existing sidewalk fronting city owned properties or double frontage lots per the sidewalk ordinance. The program also provides for the upgrade and improvement of sidewalk facilities (e.g. installation of wheel chair ramps, removal of barriers) consistent with guidelines of the Americans with Disabilities Act (ADA) and widening of existing narrow sidewalks adjacent to arterial and collector streets. 80% of the improvements are estimated to occur within the 1960 boundaries and 20% within the 1980 boundaries. |
| Sidewalks - Council District 5 | \$57,000 | Design and construct missing sidewalk fronting city owned properties or double frontage lots per the sidewalk ordinance. |
| Sidewalks in District 9 | \$75,000 | Design and construct sidewalk improvements in District 9. |
| Traffic Calming - Council District 8 | \$50,000 | Design, construct and install traffic calming devices on residential streets in District 8. |
| Traffic Calming Devices - Council District 5 | \$50,000 | Design, construct and install traffic calming devices on residential streets in District 5. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Traffic Calming Devices in District 9 | \$300,000 | Design, construction and installation of traffic calming devices; design, construction and installation for roadway enhancement features. |
| Traffic Improvements - Council District 3 | \$323,000 | Design, construct and install traffic devices to better manage traffic for residents in District 3. |
| Traffic Signs/Pavement Markings | \$300,000 | Continue the ongoing city-wide installation of new and replacement of existing signs. Install raised pavement markers in lieu of lane marking paint. Install hot/cold plastic striping for crosswalk and lane symbols (e.g. turn lane arrows, school/rail crossings, bicycle lane symbols) as an alternative to paint. Purchase of equipment as necessary for sign and pavement marking installations. 50% of the improvements are estimated to occur within the 1960 boundaries and 25% within the 1980 boundaries. |
| Traffic / Street Improvement - Council District 2 | \$370,000 | Design, construct and install traffic devices to better manage traffic for residents in District 2. |
| Trails and On-Street Bikeways | \$1,938,000 | Preliminary engineering and environmental evaluation, design, right-of-way acquisition and construction of trail and bikeway facilities in accordance with the City Council Capital Improvement Program 5% trails and bikeways set-aside. 75% of the improvements are estimated to occur within the 1960 boundaries; the remainder within the 1980's and the boundary established by the waterline extension policy. |
| Tramway / Montgomery Bike Trail - Council District 8 | \$150,000 | Design and construct trail improvements, including landscaping on Tramway / Montgomery Bike Trail. |

2004 STREET BOND PROJECTS (CONTINUED)

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| Unser Boulevard Extension | \$4,500,000 | Design, right-of-way acquisition and construction of approximately 5 miles of 4-lane, limited access, principal arterial in keeping with the City Council adopted location plans and environmental documentation. The project is proposed to be phased over a number of years. For the protection of the neighborhoods: low noise asphalt shall be used; high quality sound walls will be used. The sound walls shall be designed to protect the neighborhoods and shall be aesthetically pleasing to blend with the natural vegetation and landscape of the area. 2) The design should also include landscaping. 3) For the protection of the Petroglyph National Monument and City Open Space, the design will include consultation with an environmental scientist and archeologist regarding preservation of the natural drainage and ecological corridors that promote area wildlife and plant habitat; and mitigation issues with the cultural concerns and provision of recreation trails trails to be connected along the escarpment. 33% of the project is within the 1980 boundaries; the remainder is within the boundary established by the waterline extension policy. |
| West Central Metropolitan Redevelopment Area Project | \$1,000,000 | To acquire property for mixed use development on West Central in Albuquerque, and perform site development activities. The West Central CAT (Citizens Action Team) will recommend a planning group to create a plan for the West Central MRA (Metropolitan Redevelopment Area). The Funding Request of \$1,000,000 is to enhance and improve the blighted areas along the West Central and Old Coors Corridors. |

2004 STREET BOND PROJECTS (CONTINUED)

Allocation for Art

\$519,950

Funding for works of art in coordination with capital project implementation. The City's "Art in Municipal Places" Ordinance specifies that one-percent of the funds of each bond purpose shall be provided for Public Art.

TOTAL

\$52,514,950