



MEMORANDUM

Date: June 18, 2014

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

From: C.H. Huckelberry
County Administrator 

Re: **Colossal Cave Project Status Report**

Attached is a June 13, 2014 progress report from the Department of Transportation regarding the planned upgrade to Colossal Cave Road from Acacia Elementary School to Old Vail Middle School.

Please note that this project for widening the existing cross-section and adding turning movement accommodations, multiuse paths and sidewalks also includes two railroad crossings. These railroad crossings add significantly to the complexity of the design and construction of this project and will require extremely close coordination with Union Pacific Railroad to maintain our project schedule.

Periodic updates regarding project implementation progress will continue to be provided to you.

If you have any immediate questions, please contact Transportation Director Priscilla Cornelio or Deputy County Administrator John Bernal.

CHH/mjk

Attachment

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



MEMORANDUM

DATE: June 13, 2014

TO: John M. Bernal, Deputy County Administrator – Public Works

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

SUBJECT: **Colossal Cave Road, June 2014 Status Update**

In response to your emails dated May 21st and May 23rd, 2014 requesting a schedule and detailed progress update for the Colossal Cave Road project, please find attached a detailed baseline summary that combines all the previous updates and information into one document. In addition, the accompanying Gantt chart outlining the project schedule (highlighting the 18 month development period until advertisement) is also attached.

We will provide future updates on the 15th of each month, and they will consist of a shorter and more simplified summary highlighting progress/status, plus updated schedule and cost information.

I trust this provides the information you need, and please let me know if you have any questions.

PSC:RE:dg

Attachments

cc: Ana Olivares, Deputy Director for Infrastructure
Rick Ellis, Engineering Division

Colossal Cave, Acacia Elementary to Old Vail Middle School

Status Update for JBB; 6/15/2014

Scope

In general, the project purpose is to improve safety, operations and general mobility by reconstructing the roadway to improve sight distance at several locations, as well as provide two way left turn lane, plus paved shoulders for bikes as well as ped paths and sidewalk for pedestrian activity. In addition, drainage will be improved at key areas along the corridor. Lastly, access and parking improvements to Acacia Elementary School will also be provided. Specific items include:

- Project length is approximately 4,600 feet.
- Project cross section consists of 2-11' Travel lanes, 1-11' TWLT Lane, plus 6-ft paved shoulders. There is approximately 2,950' of 10' wide multi-use path along the west side of the road, plus approximately 4,610' of 5' wide sidewalk along the east side of the road.
- Project design is approximately 90% complete, but revised EAMR will need to be approved by the BOS.
- Concrete header curbs at all returns & dip crossings.
- Southbound right-turn lanes to Acacia Elementary and Old Vail Middle Schools.
- Improved (18) Side-street and Driveway access points within project limits.
- Parking lot improvements to Acacia Elementary School.
- Total reconstruction of railroad crossings.
- Beautification additions including a Kiosk, Historical Marker and Spilt Rail Fencing.

Status

Overall plans are approximately 75% complete.

Schedule

Target time frame for completion of PS&E package is December 2014.

Cost

Approximately \$175-\$225K is needed to complete PS&E package as well as perform all initial coordination efforts with utilities and railroad, as well as perform all community outreach to share information with residents in the Vail community.

Railroad

The project will include complete reconstruction of At-Grade railroad crossing for both tracks, with new concrete pads and double gates to be designed and constructed by Union Pacific Railroad (UPRR).

Status

We have been in contact with representatives from the UPRR and the Arizona Corporation Commission (ACC) and the diagnostic field meeting with all parties was

held April 1, 2014. In our discussion with these partners, the generalized approach consists of the following:

1. PCDOT will work collaboratively with UPRR and ACC to develop/provide any and all information necessary for the design of the crossing modifications. The culmination of this step will be the actual agreement specifying the work activities as well as the cost responsibilities that will be paid for by PCDOT. As discussed in our field meeting, the time frame to complete this effort is estimated to be approximately 4-6 months.
2. Once the agreement work has been completed, then the application will be prepared and submitted to the ACC for ultimate approval. Based on our discussions to date, it is expected that this activity will take approximately 4-6 months to complete.
3. Upon approval by the ACC, there will be an agreed upon time frame allocated (currently anticipated to be approximately 15 months) to allow all crossing related work activities to occur. This will be closely coordinated with all other parties, particularly the utility providers in and around the railroad.

We also emphasized the urgent nature of this project and all parties agreed that we will pursue any overlap opportunities as much as possible in order to shorten the overall duration.

Schedule

Target time frame for completion of agreement and approval of application by the ACC is estimated to be July 2015.

Cost

Amount for railroad elements is estimated to be approximately \$1M.

Utilities

The project will include relocations of underground utilities as well as 28 utility poles. Since the utility providers within the project limits have prior rights (confirmed by PCDOT), we recommend that PCDOT approach the respective utility providers and request approval to establish design and construction contracts so that the Department can provide direct management of these efforts and activities. The recommendation on selection of designers/contractors, as well as overall design direction and guidance will still be provided by the respective utility providers.

In addition, we recommend that PCDOT and Real Property work jointly with the utility providers (to the maximum degree possible) to obtain the necessary easements and land rights from Arizona State Lands Department (ASLD). In conjunction with this, we recommend waiving the applicable requirements such as removal of abandoned facilities, plus adherence to impact zone clearance requirements. On some recent projects, these are amongst the more contentious points that have contributed to lengthier negotiations and longer processing time frames. By agreeing to waive these requirements, we anticipate better cooperation and shorter overall time frames for agreements and subsequent relocation activities.

Status

Outreach efforts have been initiated and utility coordination kick-off meeting will be scheduled shortly.

Schedule

Target time frame for relocation of all utilities is estimated to be January 2016.

Please note that this is based on a highly accelerated and aggressive schedule, as well as assumed concurrences on behalf of the utility providers. We will diligently pursue any and all opportunities in order to maintain this time frame.

Cost

Amount for relocation of all utilities is estimated to be approximately \$750K.

Right of way

The following additional right of way is required for this project:

- Sta 10+30 to 20+25, 10' strip west.
- Sta 20+25 to 33+80, 20' strip west.
- Sta 10+30 to 26+75, 20' strip east.

Status

The details of the remaining parcel acquisition are as follows:

Owner: PPM V

Offer by Pima County: \$27,800.

Counter proposal: None received at this time.

Status: Real Property is continuing to follow up on this effort. PPM V has no issues with the proposed acquisition, but they need consent from the tenant (US Postal Service), which they are currently working on obtaining.

Owner: Circle K Stores, Inc.

Offer by Pima County: \$14,550.

Counter proposal: None received at this time.

Status: Real Property is continuing to follow up on this effort and is expecting the documents to be returned anytime.

Owner: Lopez

Offer by Pima County: A formal offer has not been made at this time. An initial budget estimate of \$77,500 has been established through an initial/internal evaluation by Real Property, but is being reviewed by an outside appraiser. Once the appraisal has been received (tentatively identified for the end of the month), then a formal offer will be made.

Counter proposal:

Status: Based on preliminary discussions, the owner will likely require condemnation action and insist on a total take \$560K+.

Miscellaneous Temporary Construction Easements (TCE's) will be required, and those will be pursued as we get closer to construction start dates.

Condemnation Authority for the three remaining parcels outlined above was approved by the BOS at the March 18, 2014 meeting.

Schedule

Target time frame for acquisition of all right of way is estimated to be May 2015.

Cost

The amount for all remaining right of way acquisition is approximately \$750K.

Cost Estimate and Funding Summary

The detailed cost items specific to the various disciplines have been outlined in the information and status updates listed above. The current overall cost estimate for this project is as follows:

Cost Summary

Project Bid Items	\$3,490,000
Construction Administration	\$872,500
Right-of-Way	Estimated at \$750,000
Utility Relocations	Estimated at \$750,000
Railroad Costs	\$1,000,000 +/-
Remaining design activities and contingency	\$400,000
Project Total	\$7.3M

Funding Summary

The funding sources and amounts are identified below:

- District 1 Reallocation: \$872,000.
- Vail School Board contribution: \$100K to \$200K.
- RTA funds: \$1.4M.
- RTA 10% discretionary increase: Up to \$140K.
- Southeast Benefit Area Impact Fees: Estimated amount needed is approximately \$4.8M. Although this total is based on a fairly detailed estimate, some of the key items are preliminary (railroad and utility). Should additional funding be needed, there are additional funds available in this recently created benefit area.

Construction

Project will be delivered with a design-bid-build approach, and administered by PCDOT Field Engineering.

Status

Nothing to report at this time.

Schedule

Target time frame for start of construction activities is estimated to be May 2016, and a construction duration of approximately 12-18 months is currently anticipated.

Please note that this construction start date is based on a highly accelerated and aggressive schedule, as well as assumed concurrences on behalf of the utility providers. We will diligently pursue any and all opportunities in order to maintain this time frame.

Cost

- Bid Items are estimated at \$3.49M.
- Construction Admiration is estimated at \$873K