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F. ANN RODRIGUEZ, RECORDER
RECORDED BY: c_g
DEPUTY RECORDER
5110 RO66



DOCKET: 11627
PAGE: 436
NO. OF PAGES: 24
SEQUENCE: 20011720113
09/05/2001
ORDIN 09:42

P0230
PIMA CO CLERK OF THE BOARD
PICK UP

PICKUP
AMOUNT PAID \$ 0.00

ORDINANCE PROPOSED NUMBER 2001 - 112

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY ARIZONA RELATING TO HIGHWAY USER REVENUE FUND REVENUE BOND PROJECTS AMENDING ORDINANCE NUMBER 1997-80 (AS AMENDED SEPTEMBER 22, 1998 BY ORDINANCE NO. 1998-59), BOND IMPLEMENTATION PLAN, NOVEMBER 4, 1997 SPECIAL ELECTION, TO AMEND SCOPES AND IMPLEMENTATION PERIOD SCHEDULES FOR SOME PROJECTS AND AMENDING BOND SALES SCHEDULES

WHEREAS, the Board of Supervisors adopted Chapter 3.06 of the Pima County Code titled "Bonding Disclosure, Accountability and Implementation"; and,

WHEREAS, in compliance with Chapter 3.06, the Board of Supervisors adopted Ordinance Number 1997 - 80, the "Bond Implementation Plan, November 4, 1997 Special Election"; and,

WHEREAS, the Board of Supervisors desires to amend Ordinance Number 1997-80 (As Amended, DATE) in compliance with provisions of Chapter 3.06:

IT IS HEREBY ORDAINED by the Board of Supervisors of Pima County, Arizona:

- I. That Ordinance Number 1997-80 (as amended September 22, 1998 by Ordinance No. 1998-59) is amended to read:

DOT-1 - River Road, First Avenue to Campbell Avenue

Location: Tucson, Unincorporated County

Bond Funding: \$15,500,000

Scope: This project consists of widening and realignment of existing River Road between First Avenue and Campbell Avenue. The proposed project will be a four-lane divided roadway with landscape median, multi-use lanes, outside curbs, storm drains, pedestrian facilities and additional landscaping. The right-of-way will support future expansion to six lanes, if warranted. This cross section will match the segment of River Road from Oracle Road to First Avenue improved previously. The intersection of First Avenue and River Road will have only minor revisions to accommodate the cross section. The project will extend to just east of Campbell Avenue. Traffic signals at Via Entrada and Campbell Avenue will be reconstructed with this project. New culverts will be installed and existing culverts under River Road will be extended to carry drainage from the Foothills towards the Rillito River.

211

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Benefit: The project will reduce congestion and enhance safety along River Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$83.93 million. The benefit/cost ratio is 5.4:1.

Other Funding: ~~None proposed~~ **\$2,000,000 (County HURF)**

Implementation Period: 1/2/3

Future Annual Operating & Maintenance Costs: \$18,000

DOT-2 - Sunrise Drive, Swan to Craycroft

Location: Unincorporated County

Bond Funding: \$5,000,000

Scope: The project will widen Sunrise Drive along its existing alignment from east of Swan Road to east of Craycroft Road. Proposed improvements will include two travel lanes in each direction, multi-use lanes, outside curbs and storm drains, landscaping and provision of pedestrian facilities and noise barriers where warranted. The median treatment will be either a raised landscape median or a median two-way left-turn lane, pending further evaluation of local area access and circulation requirements.

Benefit: The project will reduce congestion and enhance safety along Sunrise Drive. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$71.73 million. The benefit/cost ratio is 14.3:1.

Other Funding: ~~None proposed~~ **\$1,500,000 (County HURF)**

Implementation Period: 1, 2

Future Annual Operating & Maintenance Costs: \$15,000

DOT-3 - River Road, La Cholla Boulevard to La Cañada Drive

Location: Unincorporated County

Bond Funding: \$3,500,000

Scope: The existing two-lane road will be replaced with a four-lane divided roadway similar to the recently completed improvements on River Road between La Cañada and 15th Avenue. Improvements will consist of a raised landscape median, two travel lanes in each direction, multi-use lanes, outside curbs, storm drains and landscaping. The right-of-way and alignment will support future expansion to six lanes, if warranted. Project will include pedestrian facilities. The existing box culverts will be lengthened to accommodate the widened cross section and at least one additional drainage structure will be built east of La Cholla Boulevard to accommodate the Citrus Wash drainage.

Benefit: The project will reduce congestion and enhance safety along River Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$26.28 million. The benefit/cost ratio is 2.7:1.

facilities. The project includes a new bridge across the Rillito River. Right-of-way for the proposed project was acquired with proceeds from the 1986 Transportation Bond issue.

Benefit:

The new Alvernon connection to River Road will provide a wider bridge structure across the Rillito River to replace the functionally obsolete and structurally deficient Dodge Boulevard bridge. Existing traffic volumes on Dodge Boulevard will be significantly reduced. Further evaluation will be made of the existing Dodge Boulevard to determine if the existing bridge will remain in use as a vehicular bridge, with additional weight limits, or will be restricted to pedestrian and bicycle access only to connect the south side of the Rillito River with the Linear Park on the north side. The project will reduce congestion and enhance safety along Dodge Boulevard. The estimated economic value of the improvements to traffic flow and reductions in accidents is \$8.69 million. The benefit/cost ratio is 1.4:1.

Other Funding: None proposed
Implementation Period: 1/2/3/4
Future Annual Operating & Maintenance Costs: \$18,000

DOT-8 - Skyline Drive, Chula Vista to Orange Grove Road

Location: Unincorporated County
Bond Funding: \$1,800,000

Scope: The proposed project is the reconstruction of Skyline Drive to a more contemporary four-lane divided roadway cross section with landscape median, multi-use lanes, outside curbs and storm drains, edge landscaping, pedestrian facilities and roadway noise mitigation where warranted. The improvements will enhance the safety, level of service and visual quality of Skyline Drive.

Benefit: Primary benefits for this project will be in urban design, neighborhood mitigation, improved drainage and alternate mode facilities. Safety benefits from the improvements to the alignment and sight distance are also expected. The capacity of the roadway will be relatively unaffected by this improvement.

Other Funding: None proposed
Implementation Period: 1/2/3/4
Future Annual Operating & Maintenance Costs: No Increase

DOT-9 - Skyline Drive, Orange Grove Road to Campbell Avenue

Location: Unincorporated County
Bond Funding: \$1,800,000

Scope: The proposed project is the reconstruction of Skyline Drive to a more contemporary four-lane divided roadway cross section with landscape

median, multi-use lanes, outside curbs and storm drains, edge landscaping, pedestrian facilities and roadway noise mitigation where warranted. Additional lanes may be constructed to accomodate additional traffic from commercial development in the area. The improvements will enhance the safety, level of service and visual quality of Skyline Drive. The intersection at Orange Grove Road will be modified to provide multi-use and turning lanes. ~~Minor widening at Campbell Avenue will align with the cross section east of Campbell Avenue.~~ Significant intersection improvements at the intersection of Skyline and Campbell will be constructed.

Benefit: Primary benefits for this project will be in urban design, neighborhood mitigation, improved drainage and alternate mode facilities. Safety benefits from the improvements to the alignment and sight distance are also expected. The capacity of the roadway will be relatively unaffected by this improvement.

Other Funding: ~~None Proposed~~ \$5,000,000 (County HURF); \$2,000,000 (Developer Funded)

Implementation Period: 1/2/3/4

Future Annual Operating & Maintenance Costs: No Increase

DOT-10 - La Cañada Drive, Ina Road to Lambert Lane

Location: Oro Valley, Unincorporated Pima County

Bond Funding: \$8,500,000

Scope: The proposed project consists of reconstruction and widening of La Cañada Drive between Ina Road and Lambert Lane. Proposed cross section will include a raised landscape median, two travel lanes in each direction, multi-use lanes for transit and bicycle use, outside curbs and storm drains. Right-of-way will be improved with outside landscaping and noise mitigation where warranted.

Benefit: The project will reduce congestion and enhance safety along La Cañada Drive Avenue. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$103.53 million. The benefit/cost ratio is 4.8:1.

Other Funding: \$13,000,000 (3,000,000 Town of Oro Valley Impact Fees)
(3,000,000 Pima County Impact Fees)
(7,000,000 Urban Area HURF)

Implementation Period: 1/2/3/4/5

Future Annual Operating & Maintenance Costs: \$60,000

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491

DOT-13 - Ajo Way, Country Club Road to Alvernon Way

Location: Unincorporated County

Bond Funding: \$6,000,000

Scope: Proposed improvements include reconstruction and widening of existing Ajo Way to a six-lane divided roadway from Country Club Road to Alvernon Way. The roadway cross section will be similar to the recently completed improvements on Ajo Way west of Country Club. The project will provide additional roadway capacity, multi-use lanes for alternate modes, storm drains, roadside landscaping and pedestrian facilities which are currently not included with the existing roadway. Medians will be landscaped.

Benefit: The proposed project will improve drainage and access control along Ajo Way as well as increase capacity and improve safety. The project will reduce congestion and enhance safety along Ajo Way and increase access to the Kino public service center. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$7.33 million. The benefit/cost ratio is 1.2:1.

Other Funding: None Proposed

Implementation Period: 1/2/3

Future Annual Operating & Maintenance Costs: \$15,000

DOT-14 - Wetmore Road and Ruthrauff Road, La Cholla Boulevard to Fairview Avenue

Location: Unincorporated County, Tucson

Bond Funding: \$7,800,000

Scope: This project includes construction of four through traffic lanes, multi-use lanes, outside curbs, storm drains, landscaping and noise mitigation where warranted. The median will be a two-way left-turn lane. The proposed cross section is similar to Ruthrauff Road, west of La Cholla Boulevard. This project will also include area drainage improvements and construction of one or more conveyance channels from Wetmore Road, north to the Rillito River.

Benefit: The proposed improvement will provide congestion relief, accident reduction and drainage benefits over a wide area. The project will reduce congestion and enhance safety along Wetmore Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$107.70 million. The benefit/cost ratio is 5.7:1.

Other Funding: \$11,200,000 (3,000,000 Urban Area HURF)
 (1,400,000 County HURF)
 (7,400,000 FED STP)
 (400,000 Impact Fee Funds)

Implementation Period: 1/2/3

Future Annual Operating & Maintenance Costs: \$34,500

492

DOT-15 - River Road, Thornydale Road to Shannon Road

Location: Marana, Tucson
 Bond Funding: \$4,000,000
 Scope: This is part of the extension of River Road from La Cholla Boulevard, west to Thornydale Road. Project is planned to be a four-lane divided roadway with landscape medians, multi-use lanes, outside curbs, storm drains and landscaping and neighborhood noise mitigation. The right-of-way will support future expansion to six lanes, when warranted. The project will include box culverts or bridge structures to carry the Pegler Wash under River Road and into the Rillito River.

Benefit: This project provides regional transportation benefits by completing connections in the regional street system which provide alternate routes to Orange Grove Road and Ina Road for east west travel north of the Rillito River. The project will reduce congestion and enhance safety along Orange Grove and Ina Roads. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$25.70 million. The benefit/cost ratio is 3.1:1.

Other Funding: \$4,400,000 (4,375,000 FED STP) (25,000 County HURF)
 Implementation Period: 1/2
 Future Annual Operating & Maintenance Costs: \$30,000

DOT-16 - River Road, Shannon Road to La Cholla Boulevard

Location: Unincorporated County
 Bond Funding: \$2,000,000
 Scope: This project is an extension of River Road from its current terminus at La Cholla Boulevard to approximately Shannon Road, where it will link up with the River Road, Thornydale to Shannon Road extension. The proposed project is a four-lane divided roadway with landscape median, multi-use lane, outside curbs, storm drains, landscaping and neighborhood noise mitigation. The right-of-way will support widening to six lanes in the future, when warranted. The project will include box culverts to carry the Nanini Wash drainage under River Road into the Rillito River.

Benefit: This project provides regional transportation benefits when connected to the project to the west, completing connections in the regional road system which provide alternate routes to Orange Grove Road and Ina Road for east-west travel north of the Rillito River. The project will reduce congestion and enhance safety along Orange Grove and Ina Roads. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$35.98 million. The benefit/cost ratio is 5.7:1.

Other Funding: \$4,300,000 (4,052,000 FED STP) (248,000 County HURF)
 Implementation Period: 1/2
 Future Annual Operating & Maintenance Costs: \$42,000

492

493

DOT-18 - Cortaro Farms Road, Southern Pacific Railroad Crossing to Thornydale Road

Location: Unincorporated County, Marana
Bond Funding: \$8,200,000
Scope: The proposed project consists of widening Cortaro Farms Road, adjusting the horizontal alignment at the railroad approach and correcting the grade over the railroad and the adjacent Cortaro-Marana Irrigation District canal. The project will have four traffic lanes, multi-use lanes, outside curbs, storm drains and landscaping. The median treatment will be either a raised landscape median or a median two-way left-turn lane, depending on further evaluation of local area access and circulation needs.
Benefit: This project will reduce traffic congestion and enhance safety along Cortaro Farms Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$8.05 million. The benefit/cost ratio is 0.8:1.
Other Funding: \$2,000,000 (Impact Fee Funds)
Implementation Period: 1/2/3/4
Future Annual Operating & Maintenance Costs: \$36,000

DOT-19 - Hartman Lane North of Cortaro Farms Road

Location: Marana
Bond Funding: \$600,000
Scope: ~~The proposed project will construct Hartman Lane from Cortaro Farms Road to north of the Hardy Wash, connecting to the existing road that was built with the Countryside subdivisions. The roadway will be a four-lane divided road with median, which is consistent with the planned projects that were built for Countryside. The project will include outside curbs, storm drains, multi-use lanes and landscaping. A major portion of the project is the construction of a box culvert to carry Hardy Wash under Hartman Lane.~~ **The proposed project will reconstruct Hartman Lane at the Hardy Wash to provide an all-weather crossing. The existing ford crossing will be replaced with a box culvert. A portion of Hartman Lane on either approach to the box culvert will be reconstructed to provide adequate vertical transitions. The roadway will remain two lanes.**
Benefit: ~~The proposed project will improve circulation for the northwest area. by providing additional connections between the east west arterial roadways and provide alternate routes to the I-10 frontage roads and Camino de Oeste for area traffic. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$0.72 million. The benefit/cost ratio is 1.2:1.~~
Other Funding: ~~None Proposed~~ **As identified in project intergovernmental agreement. (Town of Marana)**
Implementation Period: 1/2/3
Future Annual Operating & Maintenance Costs: \$15,000

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DOT-20 - La Cholla Boulevard, Interstate-10 to Ruthrauff Road River Road

Location: Unincorporated County, Tucson

Bond Funding: ~~\$15,000,000~~ **\$21,000,000**

Scope: Proposed project is part of an improvement for the entire La Cholla corridor to provide an additional transportation facility of regional significance to serve the northwest area. The proposed project includes a new interchange at I-10 to serve La Cholla Boulevard, just north of existing Prince Road, a new roadway from I-10 to Gardner Lane and widening of La Cholla Boulevard from Gardner Lane north to **Ruthrauff River Road, including a new Rillito River Bridge**. The proposed project will have six through traffic lanes with raised landscape median, multi-use lanes, outside curbs, storm drains and landscaping. Neighborhood noise mitigation will be incorporated in the vicinity of residential areas and the Flowing Wells Schools complex.

Benefit: This project will provide additional regional access into the heavily developed northwest area. Additional freeway connection will allow for broader distribution of regional travel. The project will reduce congestion and enhance safety over a wide area. Since many existing facilities are affected, including I-10, quantitative estimates of benefits are unavailable at this time.

Other Funding: ~~\$1,500,000~~ **\$4,500,000** (Urban Area HURF)

Implementation Period: 2/3/4/5

Future Annual Operating & Maintenance Costs: ~~\$39,000~~ **\$69,000**

DOT-21 - Thornydale Road, Orange Grove Road to Ina Road

Location: Unincorporated County, Marana

Bond Funding: \$1,000,000

Scope: This project is the reconstruction and widening of this roadway to a six-lane divided road with raised median, multi-use lanes, outside curbs, landscaping and pedestrian facilities. This project will connect with the recently completed six-lane bridge over the Cañada del Oro Wash and will provide for widening of the existing box culvert carrying the Carmack Wash under Thornydale Road. Project includes noise and screening walls adjacent to the residential areas east of the road.

Benefit: The project will reduce traffic congestion and enhance safety along Thornydale Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$280.20 million. The benefit/cost ratio is 10/0:1.

Other Funding: \$7,000,000 (Urban Area HURF)

Implementation Period: 2 **COMPLETED**

Future Annual Operating & Maintenance Costs: \$30,000

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DOT-22 - Thornydale Road, Ina Road to Cortaro Farms Road

Location: Unincorporated County, Marana
 Bond Funding: \$1,000,000
 Scope: The proposed project is the reconstruction and widening of Thornydale Road to a four-lane divided roadway with landscape median, multi-use lanes, outside curbs and storm drains. The roadway grading, storm drains, screen walls and pedestrian facilities will be located to allow for the expansion of this roadway to six-lanes when warranted in the future. This project includes the construction of a major trunk sewer. The project will include culvert structures to carry drainage under Thornydale Road.

Benefit: The project will reduce congestion and enhance safety along Thornydale Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$94.05 million. The benefit/cost ratio is 8.5:1.

Other Funding: \$10,000,000 (6,000,000 Urban Area HURF)
 (4,000,000 County HURF)

Implementation Period: 1/2/3
 Future Annual Operating & Maintenance Costs: \$22,500

DOT-25 - Interstate 19 Southbound Frontage Road at Continental Road

Location: Unincorporated County (Green Valley)
 Bond Funding: \$1,000,000
 Scope: The project will realign the southbound Frontage Road to connect with the recently improved intersection of Continental Road at Continental Plaza. The project will separate the southbound on and off ramps at I-19 from the Frontage Road intersection to improve safety and allow for future signalization of the ramp intersections. The project will consist of construction of a new two-lane road south of Continental Road on new alignment to connect with the existing Frontage Road. Provision for the connection was included in the design and construction of the traffic signal at Continental Plaza.

Benefit: This project will reduce congestion and improve safety by providing the signalized access between the Frontage Road and Continental Road. The increased separation will provide for better operation of the interchange intersections with Continental Road and will reduce the number of traffic signals that would have to be installed along Continental Road in the future as traffic volumes in this area of Green Valley increase.

Other Funding: \$500,000 (ADOT)
 Implementation Period: 1/2
 Future Annual Operating & Maintenance Costs: \$4,500

497

DOT-30 - Catalina Highway, Tanque Verde Road to Houghton Road

Location: Unincorporated County, Tucson
 Bond Funding: \$6,200,000
 Scope: The project is the **construction** widening of Catalina Highway to a four-lane roadway **from Tanque Verde Road to Harrison Road and a two-lane roadway from Harrison Road to Houghton Road** with multi-use lanes and improved roadside drainage. The median treatment will be either a raised landscape median or a two-way median left-turn lane, depending on further evaluation of local area access and circulation requirements. Residential neighborhood screening and noise mitigation will be incorporated as required.

Benefit: The project will reduce congestion and enhance safety along Catalina Highway. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$9.35 million. The benefit/cost ratio is 1.2:1.

Other Funding: \$1,500,000 (Impact Fee Funds)
 Implementation Period: **1 through 3**
 Future Annual Operating & Maintenance Costs: \$25,500

DOT-31 - Tanque Verde Road, Catalina Highway to Houghton Road

Location: Unincorporated County, Tucson
 Bond Funding: \$7,100,000
 Scope: The project is the widening of Tanque Verde Road to four lanes with multi-use lanes, improved roadside drainage, landscaping and neighborhood screening and noise mitigation where required. The median treatment will be either a raised landscape median or a median two-way left-turn lane pending further evaluation of local area access and circulation needs. Project will include a drainage structure to carry Castle Rock Wash under Tanque Verde Road.

Benefit: This project will reduce congestion and enhance safety along Tanque Verde Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$7.21 million. The benefit/cost ratio is 1.0:1.

Other Funding: None Proposed
 Implementation Period: **1/2/3/4**
 Future Annual Operating & Maintenance Costs: \$25,500

DOT-33 - Kolb Road at Sabino Canyon Road

Location: Unincorporated County
 Bond Funding: \$3,400,000
 Scope: Proposed project is the widening and realignment of the Sabino Canyon Road/Kolb Road intersection. The project includes widening Sabino Canyon Road from north of Old Sabino Canyon road, the current end of the four-lane roadway, through the Kolb Road intersection. The culvert

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498

carrying Ventana Wash under Kolb Road north of Sabino Canyon Road will be reconstructed and lengthened as part of this project. In addition, improvements will be made to the Ventana Wash channel to reduce breakout and retain the 100 year flow. The intersection will be signalized with the improvement.

Benefit: The project will reduce congestion and enhance safety along Kolb Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$20.49 million. The benefit/cost ratio is 6.0:1.

Other Funding: ~~None Proposed~~ **\$700,000 (County HURF)**

Implementation Period: 1, 2

Future Annual Operating & Maintenance Costs: \$6,000

DOT-34 - Camino del Sol, Continental Road to Ocotillo Wash

Location: Unincorporated County (Green Valley)

Bond Funding: \$2,500,000

Scope: This project is the construction of a new Camino del Sol/West Parkway, west of the Canoa Land Grant, from existing Camino del Sol in the vicinity of Ocotillo Wash, north to Continental Road. In addition, improvements to Continental Road from the new Camino del Sol intersection east to existing Camino del Sol will be constructed. The project will be constructed initially as a two-lane roadway with capability for future expansion when warranted. The project corridor will be substantially wider than that typically required for the roadway to allow for increased buffering from residential areas east of the roadway and to provide for pedestrian and bicycle facilities off the road. The project will allow for future development of a parkway from Ocotillo Wash north to Duval Mine Road.

Benefit: Proposed project will obviate the need to widen existing Camino del Sol south of Continental Road. This section of Camino del Sol has a constrained right-of-way and is developed with residential structures having direct access to the roadway. The project will reduce congestion and enhance safety along Camino del Sol.

Other Funding: ~~None Proposed~~ **\$2,400,000 (Impact Fee Funds)**

Implementation Period 1, 2, 3/4

Future Annual Operating & Maintenance Costs: \$25,500

DOT-35 - Abrego Drive at Drainageway No. 1/Box Culvert

Location: Town of Sahuarita

Bond Funding: \$600,000

Scope: This project is will provide additional funding for the construction of a box culvert to carry Abrego Drive over Drainageway No. 1 north of existing Duval Road. The box culvert will allow the connection of Abrego Drive all the way north to Nogales Highway (B-19). The connections of Abrego Drive north and south of the Drainage way will

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499

allow for the existing northbound I-19 Frontage Road north of Duval Road to be relocated or abandoned as this new connection will provide access to all existing development south of Duval Road that currently has access via the Frontage Road. This project will also provide additional funding for the Duval Mine Road interchange and approaches with I-19 and the La Canada drainage project.

Benefit: Proposed project will enhance area circulation by allowing Abrego Drive to extend north to Nogales Highway, reduce the number of intersections along Nogales Highway between I-19 and Abrego Drive, to allow for access to the highway at intersections appropriately spaced for traffic signals and to improve the geometry of the intersections and approaches to Nogales Highway from the south.

Other Funding: None Proposed
Implementation Period: 1 through 5
Future Annual Operating & Maintenance Costs: Minimal Cost Increase

DOT-37 - Interstate-19 Northbound Frontage Road, Canoa TI to Continental TI

Location: Unincorporated County (Green Valley)
Bond Funding: \$900,000
Scope: The proposed project is the construction of 1.2 miles of frontage road that were not built with the original I-19 construction. This segment of Frontage Road crosses two major drainages; the Demitri and Esperanza Washes. These wash crossings will require bridge structures. The project will be a two-lane road with improved shoulders.

Benefit: The project will complete the linkages in the frontage road system from Continental Road south to Arivaca Junction and Arivaca Road. The Frontage Road will provide additional access and circulation opportunities for the southerly portion of the Green Valley community and will provide greater operational flexibility for I-19. The Frontage Road connection will also allow for a better balance of traffic demand between the southbound and northbound frontage roads south of Continental Road.

Other Funding: \$1,000,000 (ADOT)
\$1,600,000 (Developer Funded)
Implementation Period: 2/3/4
Future Annual Operating & Maintenance Costs: \$18,000

DOT-38 - Pistol Hill Road, Colossal Cave Road to Old Spanish Trail

Location: Unincorporated County
Bond Funding: \$1,000,000
Scope: Project is the construction of Pistol Hill Road as a two-lane road with improved shoulders. The right-of-way for the proposed road was recently acquired from the state land department. The new roadway will provide for additional connections in the east end of the Rincon Valley, will allow traffic to detour around the Colossal Cave Park area

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and will provide an alternate to the most seriously geometrically constrained sections of Colossal Cave Road and Old Spanish Trail. These roadway segments have respective accident rates 3.5 and 2.8 times greater than the system average.

Benefit: The project will improve roadway safety by providing an alternative to sections of roadway with severe horizontal alignment and dips. The new road will also be located outside of the Colossal Cave Park and will reduce through traffic within the park area.

Other Funding: None Proposed

Implementation Period: 1 **COMPLETED**

Future Annual Operating & Maintenance Costs: \$22,500

DOT-39 - Valencia Road, Interstate-19 to South 12th Avenue

Location: Tucson

Bond Funding: \$900,000

Scope: Project includes the widening of Valencia Road to six lanes from I-19 to South 12th Avenue, provision of multi-use lanes, drainage improvements, sidewalks, arterial street lighting and safety improvements for intersecting streets. The project will ~~match the reconstruction of the Valencia Road interchange to be completed~~ **also include improvements to the intersection of South 12th Avenue and Valencia Road to connect to a City of Tucson project to the north and proposed improvements** by Arizona Department of Transportation **to the west.**

Benefit: The project will reduce traffic congestion and enhance roadway safety for vehicles, pedestrians and bicyclists. Transit operations will also be improved in this presently constrained corridor. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$10.94 million. The benefit/cost ratio is 12.2:1.

Other Funding: ~~None Proposed~~ **As identified in project intergovernmental-agreement. (City of Tucson)**

Implementation Period: 1, 2

Future Annual Operating & Maintenance Costs: \$6,000

DOT-40 - Grant Road, Oracle Road to Park Avenue

Location: Tucson

Bond Funding: \$10,000,000

Scope: The proposed project is the reconstruction and widening of Grant Road to six lanes. The project will have landscaped median, storm drains, pedestrian facilities, multi-use lanes, arterial street lighting and other urban street amenities.

Benefit: The project will reduce congestion and enhance safety along Grant Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$95.03 million. The benefit/cost ratio is 9.5:1.

2025 RELEASE UNDER E.O. 14176

501

Other Funding: ~~None proposed based on bond funding only.~~ As identified in project intergovernmental agreement. (City of Tucson) At present No total cost estimate available.

Implementation Period: 1/2/3/4

Future Annual Operating & Maintenance Costs: \$21,000

DOT-41 - 22nd Street, Interstate-10 to Park Avenue NEIGHBORHOOD TRANSPORTATION IMPROVEMENTS

Location: ~~Tucson~~ SUPERVISOR DISTRICT 2

Bond Funding: \$10,000,000

Scope: ~~The project will reconstruct and widen 22nd Street from I-10 to Park Avenue to a six-lane divided roadway with landscape median, multi-use lanes, curbs, storm drains, sidewalks, arterial street lighting and other urban roadway amenities. A significant portion of the project will be devoted to improving roadway and area drainage which presently makes 22nd Street impassible or more dangerous for travel in rainy weather~~ CONSTRUCT IMPROVEMENTS TO NEIGHBORHOOD STREETS, INCLUDING BUT NOT LIMITED TO SIDEWALKS, STREET LIGHTING, NEIGHBORHOOD TRAFFIC MITIGATION MEASURES, STREET PAVING, AND ADA PEDESTRIAN IMPROVEMENTS

Benefit: ~~The project will reduce congestion and enhance safety along 22nd Street. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$76.28 million. The benefit/cost ratio is 4.5:1~~ ENHANCE THE USABILITY AND SAFETY OF NEIGHBORHOOD STREETS, IMPROVE THE QUALITY OF LIFE IN NEIGHBORHOODS, AND ADD TO THE STABILITY OF AND REINVESTMENT IN NEIGHBORHOODS.

Other Funding: ~~\$700,000 (City of Tucson)~~ MATCHING FUNDS FROM OTHER JURISDICTIONS AS AVAILABLE

Implementation Period: 2/3

Future Annual Operating & Maintenance Costs: ~~\$21,000~~ MINIMAL

DOT-42 - South Tucson, 6th Avenue and Various Locations

Location: South Tucson

Bond Funding: \$5,300,000

Scope: The proposed project is primarily to reconstruct existing roadways, improve area drainage and improve connections to the 6th Avenue corridor to enhance circulation and access in the South 6th Avenue community. The project will include improvements to the street frontage to enhance alternate modes use as well as improve the urban design features of this main roadway through South Tucson.

502

Benefit: The project will improve circulation and access within South Tucson particularly during wet weather, as well as enhance the appearance of the community and the routing for bicycles and buses. The project will also reduce maintenance costs on many of the streets in the community by reducing on-street drainage and replacing deteriorated pavements.

Other Funding: None Proposed

Implementation Period: 1 through 5 COMPLETED

Future Annual Operating &

Maintenance Costs: No Increase

DOT-43 - 12th Avenue, Veterans Boulevard to Los Reales Road 38th Street to Los Reales Road

Location: Tucson

Bond Funding: \$9,000,000

Scope: The proposed improvements will improve the function of South 12th Avenue for alternate modes and provide for improved area and roadway drainage and provide streetscape improvements for the adjacent community. The geometry of the intersecting streets will be improved for efficiency, safety and drainage.

Benefit: The project will improve local area circulation and access through improved drainage and will reduce maintenance costs with enhanced roadway pavements. The improvements will increase the value of adjacent properties by enhancing the streetscape elements in this corridor.

Other Funding: None Proposed

Implementation Period: 1 through 3

Future Annual Operating &

Maintenance Costs: \$60,000

DOT-45 - La Cholla Boulevard, Ruthrauff Road to Ina Road River Road to Magee Road

Location: Unincorporated County

Bond Funding: ~~\$24,000,000~~ \$18,000,000

Scope: The project consists of construction of a six-lane La Cholla Boulevard from ~~Ruthrauff Road to Ina Road~~ River Road to Magee Road. Project will include a raised landscape median, multi-use lanes, outside curbs, storm drains and pedestrian facilities and neighborhood screening and noise mitigation where required. This project also includes ~~a new Rillito River bridge~~ and reinforced concrete box culverts or short span bridges at the Nanini Wash and Pegler Wash crossings. Additional provisions will be made for transverse drainage as required.

Benefit: The project will reduce congestion and enhance safety along existing La Cholla Boulevard. This project when linked with the project to the south (I-10 to ~~Ruthrauff~~ River Road) will provide enhanced facility of regional significance for access into the northwest area. The estimated

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economic value of the improvements to traffic flow and reductions in accidents are \$202.7 ~~-\$249.85~~ million. The benefit/cost ratio is 13.5:1 ~~7.3:1~~.

Other Funding: \$10,000,000 (Urban Area HURF)
\$3,000,000 (Developer Funded)

Implementation Period: 1 through 6
Future Annual Operating & Maintenance Costs: \$90,000

DOT-46 - Craycroft Road, River Road to Sunrise Drive

Location: Unincorporated County
Bond Funding: \$12,000,000
Scope: The project will reconstruct and widen existing Craycroft Road to a four-lane divided roadway with raised landscape median, multi-use lanes, outside curbs, storm drains, landscaping and neighborhood screening and noise mitigation as required. The project will include new culverts for the Craycroft Wash and other transverse drainage as necessary.

Benefit: The project will reduce congestion and enhance safety along Craycroft Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$82.37 million. The benefit/cost ratio is 6.6:1.

Other Funding: \$550,000 (Impact Fee Funds)
Implementation Period: 1/2/3/4
Future Annual Operating & Maintenance Costs: \$36,000

DOT-48 - Duval Mine Road, La Cañada Drive to Abrego Drive

Location: Sahuarita
Bond Funding: \$2,000,000
Scope: The project will widen and improve Duval Mine Road in the vicinity of the I-19 interchange. Project includes widening existing roadway and the overpass structure at I-19, modifying the ramp geometry and improving the intersection connections at La Cañada Drive and Abrego Drive. The project will include provisions for improved drainage, landscaping, pedestrian and bicycle movements across the freeway and related elements. The median treatment is yet to be determined pending evaluation of local area access and circulation needs and a structural evaluation of the existing overpass.

Benefit: The project will reduce congestion and enhance safety along Duval Mine Road in he vicinity of this interchange.

Other Funding: \$10,000,000 (3,000,000 ADOT)
(1,500,000 Impact Fee Funds)
(5,500,000 Urban Area HURF)

Implementation Period: 2 through ~~4~~ 5
Future Annual Operating & Maintenance Costs: \$22,500

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504

DOT-49 - Valencia Road, Mission Road to Interstate-19

Location: Unincorporated County, Tucson
 Bond Funding: \$4,000,000
 Scope: The project will widen Valencia Road from four to six lanes between Mission Road and the freeway interchange. The interchange will be widened under a separate project by Arizona Department of Transportation. The existing Santa Cruz River bridge was built to accommodate a six-lane roadway and will be retained with this project. Project will include multi-use lanes, curbs, storm drains, landscaping and provisions for pedestrians.
 Benefit: The project will reduce congestion and enhance safety along Valencia Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$49.22 million. The benefit/cost ratio is 12.3:1.
 Other Funding: ~~None Proposed~~ **As identified in project intergovernmental agreement (City of Tucson)**
 Implementation Period: 1/2
 Future Annual Operating & Maintenance Costs: \$27,000

DOT-51 - La Cañada/Las Quintas Highway Drainage Improvements

Location: Sahuarita
 Bond Funding: \$1,500,000
 Scope: Proposed project consists of transverse and parallel drainage improvements along La Cañada Drive and Las Quintas to provide improved roadway drainage, to alleviate ponding and drainage diversions within existing neighborhoods and to increase roadway safety.
 Benefit: The project will maintain traversable roadways during wet weather and alleviate roadway-induced drainage problems in the adjacent neighborhoods.
 Other Funding: None Proposed
 Implementation Period: 1/2/3
 Future Annual Operating & Maintenance Costs: No Increase

DOT-53 - Old Tucson-Nogales Highway-Summit Neighborhood

Location: Unincorporated County
 Bond Funding: \$1,100,000
 Scope: Proposed project is to reconstruct the intersection of Nogales Highway-Old Tucson/Nogales Highway to eliminate adverse intersection angles. The project will also improve the vertical alignment of the Old Tucson/Nogales Highway over the Southern Pacific Railroad crossing and provide upgraded traffic control at the intersection and railroad. The local area is subject to significant drainage problems associated with the roads. The project will construct or improve roadside drainage

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ditches parallel to Summit Street, McKain Road and Old Tucson/Nogales Highway within the existing right-of-way to increase conveyance towards the existing culverts under the railroad. Small detention facilities will also be constructed east of the Summit-Old Tucson/Nogales neighborhood and McKain Road/Terry Lane intersection to control the magnitude of roadside drainage and to eliminate ponding within these intersections.

Benefit: Project benefits will accrue to local neighborhoods with a safer access, particularly during wet weather conditions. The roadway construction will reduce the expense of operation and maintenance as the intersections collect substantial sediments and debris during wet weather conditions. The improved intersection alignment will allow for safer access onto Nogales Highway (B-19).

Other Funding: None Proposed
Implementation Period: 1/2/3
Future Annual Operating & Maintenance Costs: No Increase

DOT-54 - Mt. Lemmon Shuttle

Location: Unincorporated Pima County, Tucson
Bond Funding: \$1,500,000
Scope: The Mt. Lemmon Shuttle is conceived to provide public transit access from the vicinity of the Bear Canyon Library to Mt. Lemmon and Summerhaven and to Sabino Canyon Recreation Area. The Shuttle will link with Sun Tran Route 9 at Bear Canyon. This service will operate four trips, six days a week from Bear Canyon to Summerhaven and from Bear Canyon to Sabino Canyon Recreation Area. The Bond funding will provide for turnouts and other facilities adjacent to the roadways to allow the transit to operate safely along these two-lane roads. Additional funding in the form of operating subsidies, equipment and vehicle acquisition grants and similar non-highway related expenses will be sought from other sources.

Benefit: Project benefits include providing general public transportation access to public recreation areas and reducing the number of vehicles on Mt. Lemmon Highway, which will reduce demand for restricted parking areas.

Other Funding: Federal and state transit funding
Implementation Period: 1 through 3
Future Annual Operating & Maintenance Costs: To be determined

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507

Other Funding: None proposed
Implementation Period: 1 through 6
Future Annual Operating &
Maintenance Costs: To be determined

II. That Ordinance Number 1997-80 (as amended September 22, 1998 by Ordinance No. 1998-59), Pages 1 and 2 are amended to read:

II. Schedule of Bond Sales, Debt Retirement Schedule, and Tax Impact of Issuing \$350 Million in New HURF Transportation Revenue Bonds

A. Schedule of Bond Sales

The total value of HURF revenue bonds being submitted to the voters for approval is \$350 million. If approved by the voters, ~~six~~ sales of revenue bonds in aggregates of ~~\$60 million to \$50 million~~ will be scheduled, beginning in early 1998. All projects should be completed within twelve years from the date of voter authorization. Shown below is an original ~~a~~ schedule of ~~\$60 million~~ sales.

Table 1

Proposed Schedule of Transportation Revenue Bond Sales

<u>Date of Sale</u>	<u>Amount of Sale</u>	<u>Cumulative Total</u>
January 1998	\$60,000,000	\$ 40,000,000
January 2000	60,000,000	100,000,000
January 2002	60,000,000	160,000,000
January 2004	60,000,000	220,000,000
January 2006	60,000,000	280,000,000
January 2008	50,000,000	350,000,000

The first sale of HURF Revenue Bonds occurred in June 1998, for \$40,000,000, which was less than the \$60,000,000 originally projected in the Bond Improvement Plan (this ordinance was amended on September 22, 1998 to reflect this change). Expenditure of these bonds has not taken place at the rate originally anticipated and projections are that they will not be completely expended until sometime in calendar year 2001. This rate of expenditure caused the County to fall out of compliance with federal arbitrage rules and the County will pay back interest earning to the Internal Revenue Service. This experience strongly recommends that the County provide itself with flexibility to sell bonds more frequently or in years other than stated in Table 1 above and to sell bonds in smaller, more targeted amounts than projected in Table 1. If exercised, the intent of this flexibility would be to provide for more focused cash flow management and the avoidance of arbitrage entanglements. It is not anticipated at this time that the overall time period of this bond package will be increased.

508

In order to ensure continued public accountability in the scheduling of bond sales, Pima County will publish an annual report at the end of each fiscal year that updates the status of bonds sold, the anticipated schedule of future bond sales; identifies the strategic and tactical grounds for the proposed schedule; explains in detail any changes that occurred from the previous projected schedule; and updates, when necessary, the debt retirement schedule information presented in section "B" below.

B. Debt Retirement Schedule

The firm of Rauscher Pierce Refsnes, Inc. prepared the following analysis of a debt retirement schedule for a \$350 million revenue bond program. In preparing its analysis, the firm relied upon the following assumptions: 1) five sales in aggregates of \$60,000,000 occurring every two years, with the last sale being for \$50,000,000; 2) ten year maturity on all bonds sold; 3) an interest rate of 6.5 percent; 4) an aggressive retirement of principal in the early years to keep interest payments to a minimum; and 5) bond debt period will be limited to ten years to minimize the amount of interest paid for debt service. Limiting the term of bond debt to 10 years rather than the more customary 15 years will reduce total interest payments by 37 percent.

Table 2

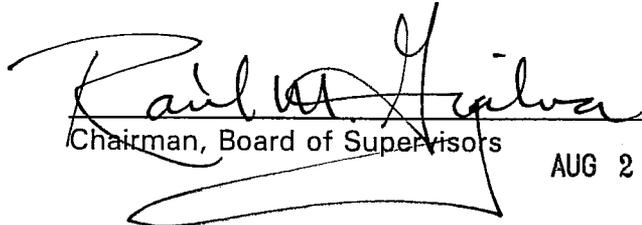
Bond Payment Requirements

<u>Fiscal Year</u>	<u>Total Debt Service</u>
1998/99	\$13,250,000
1999/2000	18,421,000
2000/01	19,222,000
2001/02	19,935,500
2002/03	20,717,500
2003/04	21,544,400
2004/05	22,409,400
2005/06	23,335,400
2006/07	24,269,400
2007/08	25,275,800
2008/09	26,325,700
2009/10	27,430,100
2010/11	28,594,600
2011/12	29,813,700
2012/13	31,091,600
2013/14	32,436,600

569

2014/15	33,850,800
2015/16	35,330,400
2016/17	35,331,000
2017/18	<u>9,010,000</u>
Total	\$497,594,900

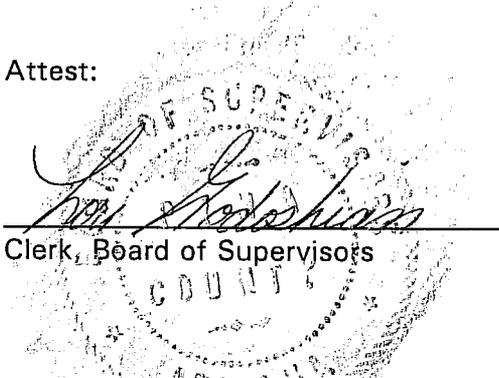
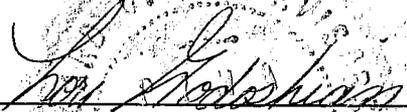
PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, this 20th day of August 2001.


 Chairman, Board of Supervisors

AUG 20 2001

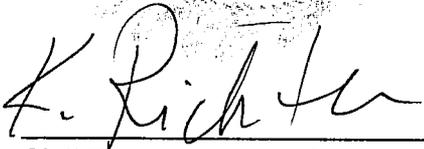
Attest:

Reviewed by:



 Clerk, Board of Supervisors

 08/20/01
 Executive Assistant to the County Administrator

Approved as to Form:


 Civil Deputy County Attorney

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