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PIMA CO CLERK OF THE BOARD

PICKUP



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ORDINANCE 2011- 20

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 BOND IMPLEMENTATION PLAN, NOVEMBER 4, 1997 SPECIAL ELECTION (AS AMENDED SEPTEMBER 22, 1998 BY ORDINANCE NO. 1998-59, AUGUST 20, 2001 BY ORDINANCE NO. 2001-112, DECEMBER 14, 2004 BY ORDINANCE NO. 2004-118, OCTOBER 11, 2005 BY ORDINANCE NO. 2005-90, APRIL 4, 2006 BY ORDINANCE NO. 2006-20, OCTOBER 17, 2006 BY ORDINANCE NO. 2006-83, NOVMEBER 6, 2007 BY ORDINANCE NO. 2007-93, APRIL 21, 2009 BY ORDINANCE NO. 2009-39 OCTOBER 6, 2009 BY ORDINANCE NO. 2009-91, APRIL 13, 2010 BY ORDINANCE NO. 2010-22, AND OCTOBER 19, 2010 BY ORDINANCE NO. 2010-62) FOR THE PURPOSE OF REALLOCATING BOND FUNDS, AMENDING THE SCOPE OF CERTAIN PROJECTS, AMENDING IMPLEMENTATION PERIODS FOR CERTAIN BOND PROJECTS AND AUTHORIZING THE USE OF ADDITIONAL OTHER FUNDS TO FINANCE CERTAIN BOND PROJECTS.

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 "Transportation Bond Improvement Plan, November 4, 1997 Special Election"; and,

WHEREAS, the Board of Supervisors, on September 22, 1998 enacted Ordinance Number 1998-59 and on August 20, 2001 enacted Ordinance Number 2001-112 and on December 14, 2004 enacted Ordinance Number 2004-118 and on October 11, 2005 enacted Ordinance Number 2005-90 and on April 4, 2006 enacted Ordinance Number 2006-20 and on October 17, 2006 enacted Ordinance Number 2006-83 and on November 6, 2007 enacted Ordinance Number 2007-93 and on April 21, 2009 enacted Ordinance Number 2009-39 and on October 6, 2009 enacted Ordinance Number 2009-91 and on April 13, 2010 enacted Ordinance Number 2010-22 and on October 19, 2010 enacted Ordinance Number 2010-62 amending Ordinance Number 1997-80 in compliance with provisions of Chapter 3.06; and,

WHEREAS, the Board of Supervisors desires to amend Ordinance Number 1997-80 (as previously amended) in compliance with provisions of Chapter 3.06:

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

Ordinance Number 1997-80 (as previously amended), is hereby amended as follows:

7) **DOT-7 - Orange Grove Road at Geronimo Wash**

Location: Unincorporated County

Bond Funding: \$104,668 ~~800,000~~

Scope: The proposed project consists of reconstruction of the drainage crossing carrying Geronimo Wash under Orange Grove Road in the vicinity of Calle de Estevan and raising Orange Grove Road on fill over the new structure to improve sight distance for local residential streets and for vehicles approaching the Orange Grove Road - First Avenue intersection. The reinforced concrete box culvert will be sized to accommodate a 100-year peak discharge in Geronimo Wash. Modifications to this area have shown improved safety conditions and the project now has a very low priority when compared to other improvements needed in unincorporated Pima County. The project will be discontinued due to its very low priority rating and an inadequate cost/benefit ratio.

Benefit: This segment of Orange Grove Road has had a history of serious traffic accidents. Restrictions on turning movements at local streets have helped to reduce accident rates in recent years, pending a permanent solution.

Other Funding: ~~None Proposed~~ \$11,522 (County HURF)

Implementation Period: 5/6/7/8

Future Annual Operating & Maintenance Costs: No Increase

10) **DOT-10 - La Canada Drive, Ina Road to Lambert Lane**

NOTE: This project is now part of a Regional Transportation Authority (RTA) project. Amendments to scope, implementation periods, and funding may be necessary in the future.

Location: Oro Valley, Unincorporated Pima County

Bond Funding: \$12,000,000 ~~8,500,000~~

Scope: The proposed project consists of reconstruction and widening of La Canada 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.

Construction of the Calle Concordia to Lambert Lane segment was completed in part with bond funds by Oro Valley in 2005. The Ina Road to Calle Concordia segment will be constructed utilizing bond funds. Regional Transportation Authority, Impact Fees and Urban Area HURF funding sources. Additional bond funds have been added because of the decline of available impact fees.

Benefit: The project will reduce congestion and enhance safety along La Canada Drive Avenue.

Other Funding: \$32,053,835 ~~38,730,000~~ (248,146 ~~279,000~~ County HURF)
(3,829,435 ~~5,400,000~~ Impact Fees)
(18,474,002 ~~22,500,000~~ Regional Transportation Authority)
(2,426,000 ~~10,551,000~~ Urban HURF 12.6%)
(6,900,000 ~~Oro Valley~~)
(176,252 ~~Other~~)

Implementation Period: 1/2/3/4/5/6/7

Future Annual Operating & Maintenance Costs: Calle Concordia to Lambert – Town of Oro Valley
Ina to Calle Concordia – Pima County \$35,000

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

Location: South Tucson

Bond Funding: \$5,111,918 ~~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.

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~~ \$79,053 County HURF

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

Future Annual Operating & Maintenance Costs: No Increase

47) DOT-47 - Sunrise Drive, Craycroft Road to Kolb Road

Location: Unincorporated County

Bond Funding: \$19,822,000 ~~23,322,000~~

Scope: The project will reconstruct Sunrise Drive to two through travel lanes with multi-use lanes, drainage improvements, landscaping and neighborhood screening and noise mitigation as required. Additional lanes will be constructed at specific intersections and the construction will match the intersection improvements at Craycroft Road constructed with DOT-46. The intersection with Kolb Road will be completed as a part of this construction. The median treatment will be a raised landscape median at identified intersections with a two-way left-turn lane installed between the raised medians. The proposed project is intended to retain the existing outer limits of the cut and fill slopes along Sunrise Drive, therefore will incorporate structural retaining walls as necessary. Needed revisions or improvements to transverse drainage will be included with the project.

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 \$41.84 million. The benefit/cost ratio is 3.2:1.

Other Funding: \$0

Implementation Period: 6/7
Future Annual Operating &
Maintenance Costs: \$31,500

50) DOT-50 - Kinney Road, Ajo Way to Bopp Road

Location: Unincorporated County

Bond Funding: \$3,800,000

Scope: The project will widen Kinney Road to four lanes with improved shoulders, roadside drainage and landscaping. The median treatment will be either a raised landscape median or a two-way median left-turn lane pending further evaluation of local area access and circulation requirements.

Benefit: The project will reduce congestion and enhance safety along Kinney Road. The estimated economic value of the improvements to traffic flow and reductions in accidents are \$4.81 million. The benefit/cost ratio is 1.2:1.

Other Funding: \$9,862,000 (\$8,043,000 Impact Fees, \$1,819,000 ADOT)

Implementation Period: 5/6/7/8

Future Annual Operating &
Maintenance Costs: \$9,000

51) DOT-51 - La Canada/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~~ \$26,913 County HURF

Implementation Period: 1/2/3

Future Annual Operating & Maintenance Costs: No Increase

52) DOT-52 - Palo Verde Road, Gas Road to 44th Street

Location: Unincorporated County

Bond Funding: \$1,300,000 ~~1,500,000~~

Scope: The project will overlay the existing Palo Verde Road including multi-use lanes and bus stop pull outs. It will provide an improved ride for the motorist.

Benefit: The project will largely benefit smooth traffic flow for vehicles entering and exiting Palo Verde Boulevard with provisions for alternate modes including bicycles and public transit.

Other Funding: ~~None Proposed~~ \$159,297 County HURF

Implementation Period: 4

Future Annual Operating & Maintenance Costs: None

57) DOT-57 - Safety Improvements

Location: Various

Bond Funding: \$20,083,414 ~~19,000,000~~

Scope: The HURF Revenue Bond includes ~~\$20~~ million for presently undesignated safety improvements that would be implemented over the course of the bond program. Projects to be funded under this category are traffic safety improvements. The Department of Transportation publishes annual reports on the traffic accident and safety condition of the unincorporated roadway system. Improvements to be funded with bonds could include traffic signal installations, corrections of offset intersection, installation of left turn lanes, minor improvements to horizontal and vertical alignments to improve sight distance and maintain vehicle control, and similar types of specifically targeted safety projects. Specific projects will be selected by the Department for incorporation into the annual Capital Improvement Program based on the Department's assessment or ranking of conditions, or when unforeseen safety conditions require a project necessary for public safety.

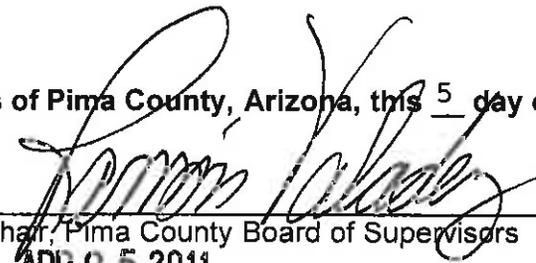
Benefits: Previous Pima County General Obligation Bonds have included specific amounts targeted to safety improvements. These previous allocations have demonstrated substantial safety benefits. Fifty locations were improved with traffic safety bond funds authorized in the 1979 and 1980 bond elections. The overall accident reduction from both highway segment and intersection improvements was 26.3 percent (source "Evaluation of the Traffic Accident Experience of Completed Traffic Safety Projects Financed with 1979 and 1980 Bond Issue Funds" Traffic Engineering Division, Pima County Department of Transportation, February 1990).

Other Funding: \$1,690,000 (296,000 Fed STP)
(360,000 Impact Fees)
(438,000 Other)
(296,000 State Funds)
(300,000 Flood Control District)

Implementation Period: 1/2/3/4/5/6/7/8

Future Annual Operating &
Maintenance Costs: To be determined

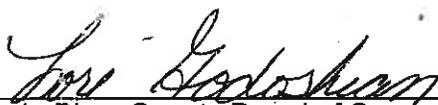
AS AMENDED by the Board of Supervisors of Pima County, Arizona, this 5 day of April, 2011.



Chair, Pima County Board of Supervisors
APR 05 2011

Attest:

Reviewed by:

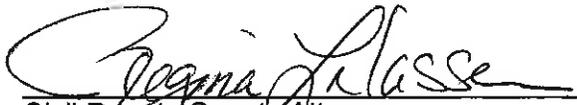


Clerk, Pima County Board of Supervisors



Pima County Administrator
3/23/11

Approved as to Form:



Civil Deputy County Attorney
REGINA NASSEN