



Board of Supervisors Memorandum

November 18, 2014

Release of Supplemental General Fund Appropriation for Transportation Pavement Rehabilitation and Repair

Introduction

Upon adoption of the Fiscal Year (FY) 2014/15 budget, the Board of Supervisors included a \$5 million General Fund appropriation as a supplemental funding package. At adoption, the Board indicated the funds would not be released without prior Board authorization. I am placing on the November 18, 2014 agenda the proposed pavement rehabilitation repair program of the Department of Transportation (DOT) for FY 2014/15.

This program emphasizes the preservation of substantial capital investments of the arterial and collector highway system of Pima County. It is this system that accommodates almost all travel within the unincorporated area of the County. It is appropriate that these investments be restricted to arterial and collector highways in order to preserve the already significant investment made by Pima County highway user taxpayers.

The attached Table 1 shows the proposed rehabilitation and repair of the arterial streets by district as recommended by DOT. While I understand certain members of the Board may wish to propose diversion of some of these funds to local streets, the DOT Director and I recommend against this practice, as we must utilize the scarce resources available to protect the County's greatest investment - our arterial and collector highway system. The attached Table 1 lists the arterial highway segments proposed for repair and rehabilitation, along with the corresponding average daily traffic.

I am aware the District 1 Supervisor would like to substitute two local subdivisions: Golden Heritage and Sabino Town and Country. Table 2 attached shows the streets within these subdivisions and their estimated average daily traffic.

As you can see, there is a dramatic difference in the benefits associated with pavement rehabilitation and repair on arterial and collector highway system versus local streets. I would like to remind the Board that these are General Funds of the County and are a property tax based revenue collected from every taxpayer in Pima County, even though the pavement repair and rehabilitation is only occurring on streets within the unincorporated area of Pima County.

Concentrating these investments on the arterial and collector highways provides the greatest benefit to incorporated residents who may have an occasion to drive on the unincorporated arterial and collector highway system. It is fairly certain these same city

The Honorable Chair and Members, Pima County Board of Supervisors
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and municipal residents rarely drive on local residential streets within the unincorporated area of the County.

Recommendation

I recommend the Board of Supervisors approve the \$5 million General Fund allocation for pavement repair and rehabilitation as recommended by the Department of Transportation and summarized in Table 1 attached to this memorandum.

Respectfully submitted,



C.H. Huckelberry
County Administrator

CHH/anc – November 3, 2014

Attachments

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

TABLE 1
\$5 Million General Fund
Pavement Preservation Program FY 2014/2015

Route	From	To	Recent ADT	Length (miles)	District	Engineer's Estimate, Pavement Preservation	ReConstruction Estimate @ \$46/SY [2]
River	Shannon	La Cholla	24,000	1.09	1	\$167,860	\$2,059,083
Sabino Canyon/Kolb intersection, Sabino Canyon/Cloud-Kolb	Ventana	River	26,000	1.28	1	\$197,120	\$2,418,005
First Avenue	River	Ina	24,000	2.86	1	\$440,440	\$5,402,731
River	La Cholla	La Canada	35,000	1.25	1	\$192,500	\$2,361,333
Thornydale	Rudolf	Daphne	31,000	1.54	1	\$237,160	\$2,909,163
La Cholla	River	Magee	29,000	2.89	1	\$635,800	\$7,799,147
Silverbell [1]	El Camino Del Cerro	Ina	6,300	0.58	1	\$97,997	\$375,654
				11.49		\$1,968,877	\$23,325,116
Aviation / Dodge Area			20,000	0.65	2	\$137,280	\$526,240
Palo Verde Overpass			40,000	1.47	2	\$177,870	\$2,181,872
				2.12		\$315,150	\$2,708,112
Silverbell*	El Camino Del Cerro	Ina	6,300	1.05	3	\$177,408	\$680,064
Sweetwater	Silverbell	Camino de Oeste	5,600	1.93	3	\$103,036	\$1,354,191
Manville	Reservation	West 1 mile	1,000	1	3	\$183,040	\$701,653
Kleindale / Kelvin	Dodge	Greenlee	2,000	0.47	3	\$129,043	\$494,666
El Camino del Cerro	Silverbell	West end	6,300	4.88	3	\$260,527	\$3,424,068
El Moraga	Goret	Sweetwater	1,300	1	3	\$183,040	\$701,653
				10.33		\$1,036,094	\$7,356,295
Catalina Highway	Showcase	Houghton	11,600	1.86	4	\$113,485	\$2,610,150
Camino Del Sol	Camino Encanto	Camino Urbano	7,000	0.37	4	\$303,893	\$998,507

TABLE 1
\$5 Million General Fund
Pavement Preservation Program FY 2014/2015

Route	From	To	Recent ADT	Length (miles)	District	Engineer's Estimate, Pavement Preservation	ReConstruction Estimate @ \$46/SY [2]
Soldiers Trail	Tanque Verde	Limberlost	3,000	1	4	\$197,120	\$755,627
Freeman	Broadway	Speedway	1,600	1	4	\$337,920	\$971,520
Houghton	Catalina Hwy	Fort Lowell	4,000	0.89	4	\$300,749	\$864,653
				5.12		\$1,253,167	\$6,200,457
Anklam	County Limit	Speedway	1,400	1.49	5	\$272,730	\$1,045,463
Painted Hills	Ironwood Hills	Speedway	1,200	0.96	5	\$175,718	\$673,587
				2.45		\$448,448	\$1,719,051
Totals				31.51		\$5,021,736	\$41,309,030
[1] County portion only, less recently overlaid (COT limits to 300' north of Sunset); 62% District 3; 38% District 1.							
[2] Based on PCDOT past experience							DOT-CIP 10-31-14

**TABLE 2
GOLDEN HERITAGE AND SABINO TOWN AND COUNTY SUBDIVISIONS**

Subdivision	Street	Subdivision Street Length (feet)	Number of Parcels	Estimated Trips per Day ¹	Est Pavement Preservation Cost	R&R Existing Pavement Cost ²
Sabino Town and Country	Coronado Pl	281	7	70	\$ 189,869	\$ 221,514
	Coronado Rd	1,603	18	180		
	Maguey Dr	1,018	10	100		
	Maguey Pl	896	12	120		
	Ocotillo Dr (adjacent on south)	0	6	60		
	Stonehouse Pl (North area)	974	8	80		
	Stonehouse Pl (South area)	705	13	130		
Golden Heritage	Crown King Dr	1,644	48	480	\$ 167,580	\$ 167,580
	Fortuna Pl	403	12	120		
	Mowry Pl	247	10	100		
	Old Glory Dr	1,297	34	340		

¹ Based on most recent Institute of Transportation Engineers Trip Generation Guide, PCDOT/TED estimates residential areas generated volumes at 10 trips/day/residence

² Remove existing pavement and replace. (cost = \$14/SY.)