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# MEMORANDUM

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Date: July 17, 2015

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

From: C.H. Huckelberry  
County Administrator *CHH*

Re: **Misinformation Regarding the 1997 Highway User Revenue Fund Bond Authorization and the 2015 Proposed General Obligation Bonds for Roadway Repair**

Some have confused, either by accident or purposefully, the 1997 Highway User Revenue Fund (HURF) bond initiative with the current General Obligation bond proposition for road repair. They are completely dissimilar and have entirely different purposes.

The 1997 HURF bond program was for the purpose of providing additional transportation system capacity and improving mobility. It had nothing to do with road repair. All discussions and public concerns prior to the 1997 election dealt with mobility where mostly two-lane County highways were overwhelmed with additional traffic.

The 2015 Proposition 425 is related primarily to road repairs and pavement preservation. I asked our Transportation Director to address the cost differences between capacity and expansion versus road repair and maintenance; her response is the attached July 16, 2015 memorandum. The average cost per mile of the highway capacity improvements financed with 1997 HURF bonds, is approximately \$11 million per mile. The most costly pavement repair, which is mill and replacement, is \$500,000 per mile. There are also available significantly less costly pavement preservation treatments for less deteriorated roadways.

CHH/anc

Attachment

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



## MEMORANDUM

**DATE:** July 16, 2015  
**TO:** C.H. Huckelberry, County Administrator  
**FROM:** Priscilla S. Cornelio, P.E., Director *Priscilla Cornelio*

**SUBJECT:** **Traffic Capacity Improvement and Pavement Preservation Costs**

In your July 13, 2015 memorandum you requested that Transportation provide an analysis and comparison of capacity improvement versus pavement preservation projects utilizing recently completed 1997 bond projects as a sample set for capacity prompted reconstruction improvements. In reviewing 12 recent 1997 bond projects which cover approximately the last ten years, the average cost for a capacity project requiring full reconstruction is \$10.8 million per mile. This reflects a cost of 21 to 150 times more than the estimated average pavement preservation cost for sample set of projects. The table below shows the average per mile costs of a capacity reconstruction versus three common pavement preservation treatments.

Treatment	Average Cost per mile
<b>Capacity Reconstruction</b>	\$10,840,000
<b>Mill and Fill</b>	\$501,000
<b>Micro Seal</b>	\$215,000
<b>Fog Seal</b>	\$72,000

Capacity prompted reconstruction projects, such as those in the 1997 bond, are prompted by a need or projected need to improve the level of service of the roadway. These types of projects often require the complete removal of the existing roadway and fully rebuild a new wider road and associated infrastructure. The risks and costs involved with these projects include the need for new right of way acquisition, utility relocation, a complete alternative analysis and design package, environmental mitigation, intersection signalization, drainage considerations, and potentially the construction of bridge, culvert or retaining wall structures. Road repair and pavement preservation projects, such as those proposed in the 2015 bond package avoid these added costs while extending the life and value of existing roadway assets.

PSC:KS:dg

c: John M. Bernal, Deputy County Administrator  
Nicole Fyffe, Executive Assistant to County Administrator  
Ana Olivares, Deputy Director  
Kathryn Skinner, Sr. Program Manager  
Sal Caccavale, CIP Advocacy Manager