



## Agenda Item Summary

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**File #: 24-00350**

**Agenda Date: 4/15/2024**

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**Agenda Item Name:**

Archer Roads Program Timeline

**Presenter:**

Brian Kauffman – Assistant Public Works Director

**Description:**

Thanks to the voters approving the Infrastructure Surtax, and the Board's decision to allocate approximately \$7.6 million from General Fund (Property Taxes) in addition to 70% of the 2nd half of the Infrastructure Surtax towards the County's Pavement Management Program. On May 23rd, 2023, the Board of County Commissioners approved the County's Transportation Capital Improvement Program (TCIP). The estimated value of the program (2023 – 2032) is estimated at \$241.9 million dollars, including roadway surface improvements, signals, pedestrian facilities, and major bridge maintenance.

Included in this agenda package is a map and list of all the TCIP projects within a 5-mile radius of the City of Archer.

For your information, the link below contains a map that enables the public to view the locations of the TCIP projects and minor details of those projects. The nature of a 10-year plan is very complex and this map is a reasonable solution that provides the citizens of Alachua County some addition insight into "where the money is being used"; however, it is not meant to be burdened with every detail of the projects. It contains general information on the many projects that are in the recently adopted transportation capital improvement plan (TCIP).

<https://www.arcgis.com/apps/dashboards/cf42b3d6284a422ca0e64b461cad1991>

Here are a few descriptions of the proposed treatments to be completed.

- Pavement Rejuvenation involves spraying a clear liquid sealant on the street which penetrates, rejuvenates, and seals the asphalt surface and binder by replenishing the lost oils and resins to the pavement, restoring its original desirable properties while improving the aggregate/asphalt bond. Thus, extends pavement life, improves safety, and thrives to meet motorist expectations.
- Pavement Preservation includes work that is planned and performed to improve or sustain the condition of the transportation facility in a state of good repair. Preservation activities generally do not add capacity or structural value but do restore the transportation facility's overall condition. Thus, extends pavement life, improves safety, and thrives to meet motorist expectations. For asphalt

pavements these include asphalt treatment techniques such as crack sealing and joint resealing, fog seals, chip seals, slurry seals, fog seals, and microsurfacing.

- Minor Pavement Rehabilitation includes milling up to 1 ½ inches of the current asphalt surface and replacing with similar thickness with asphalt pavement. The thickness of milling depends on the existing asphalt conditions.
- Major Pavement Rehabilitation includes milling more than 1 ½ inches of the current asphalt surface and replacing with similar thickness with asphalt pavement. For Alachua County, Major Pavement Rehabilitation will most likely be between 1 ½ to 3 ½ inches; depending on the existing asphalt conditions.